



The threatened scarcity of rice, which we alluded to in former issues as probable, is unfortunately verified. Already in some of the western districts it is so scarce that an order against its export has been put forth. The very large importations by foreigners, however, have already prevented the distress reaching the extent it might have done; and the large quantity still on the way, with the yet unfulfilled orders to come forward, will do much to stave off anything like actual famine, and even famine prices.

The Government are about to sell to foreigners a further considerable quantity of land on the Bluffs above Yokohama, on the 17th inst. The lots already sold are now generally occupied by residences of greater or less pretensions, and the authorities have doubled the upset price. Shortly after this sale of country lands the land reclaimed from the swamp at back of the settlement will be sold, and no doubt will bring good prices. It seems hard, however, for those who want land for business purposes now, that they should have to pay for it in addition to the annual ground rental, as the first 176 lots were leased without any payment and most of the best lots fell into the hands of the richest firms without any preliminary mulct whatever.

The event that was most on the minds of our residents at the departure of the last mail was the murder of an English subject, Mr. Hoey, in cold blood. The Japanese authorities profess to be after the murderers, and are said to have secured one of them. We doubt their having the true murderers at all. But the English authorities have taken the matter very quietly. No reward has been offered for the apprehension of the culprits, and it looks as if the affair would be allowed to blow over as usual.

The first messages between Yokohama and Yedo have passed along the wires to-day (Jan. 7). It will be some little time before the arrangements are complete for the general use of the telegraph by the public, but it will be managed as soon as possible.

(FROM A CORRESPONDENT.)

NAGASAKI, Jan. 13.

The P. and O. steamer *Cadiz* brought the English mails of Oct. 22nd, and Nov. 5th and 19th, all of which came to hand on the 11th instant, the two former mails having been lying in Shanghai awaiting a British steamer to bring them over to this. Formerly Messrs. Adrian and Co.'s steamers performed the service for us, but owing to depression in freights the whole of the steamers have been recently sold to the Japanese, with the exception of one, the *Orissa*, and this vessel has been under repairs at this port for some time past, but has now recommenced running again. The P. and O. steamer *Cadiz* is the only spare one the company have on this side to perform the loop line service between Shanghai and Yokohama, viz., Nagasaki and Hiogo, and she deranged her machinery last trip to Shanghai, and was detained there, or we might have received the 22nd Oct. and 5th Nov. mails some ten days sooner than we did. The P. M. S. S. Company formerly brought our mails, but owing to some cause or other the postmasters on board those vessels received instructions from Washington not to carry the English mail box, and the result is we are in an awkward fix just now; so that until the P. and O. Company run steamers every fourteen days I should recommend all important letters to be addressed to some person in Shanghai, who would send them on to this.

We are no better off with the French Mail, as the M. I. C. send the Nagasaki mail to Yokohama, and the *London and China Express* published per that chance takes ninety to one hundred days to reach me; that of the 28th October is not yet to hand.

By some persons it is thought that Nagasaki was quite overlooked when the mail contract was made, but my opinion is that the Government took the Board of Trade Returns to guide them, which however correctly compiled will not give you an idea of the trade of Nagasaki to and from England. In order to show you clearly I will give you a few facts which may be of some service to you: Nearly the whole of the tea prepared by foreign firms here for the English market is sent by steamer to Shanghai, and there transhipped into clipper vessels or steamers bound for England, and as these are generally large powerful vessels, the passage is generally made in less time than by vessels direct; in a like manner we get most of our imports, as vessels loading in England for this generally do so, via Yokohama, and find their way to this six or eight months out from England, and the time occupied is so long that it is generally found to be cheaper to incur the additional expense and save interest, to say nothing about the risk of losing a market for your goods.

The most important news I have to communicate to you this mail is the persecution of the native converts by the Japanese Government, who, it is said, do this at the instigation of the Japanese priests. At the northern end of this harbour lies the village of Ourakami, in which place the French Catholic missionaries have succeeded in making a large number of converts to their faith, and it is from this village that about 4,000 men, women, and children have been apprehended during the past week and placed in godowns, and on Sunday, the 9th inst., they were sent away from this port, but their fate or destination no one seems to know at present; but the prevailing opinion is that they will be destroyed by drowning, not singly, but by sinking the junks, into which they were packed like sheep.

In addition to the junks, several steamers were employed in this inhuman work, and I am informed by good authority that we only saw a very small number leave, and that a far greater number

were marched overland to Tookeetz, where several vessels were ready to receive them. I hear that the Japanese authorities do not charge them with any crime, or with resisting any of the laws of Japan, beyond that they are Christian converts, for which the local officers had received instructions to take the steps they have. During the interviews which took place between M. Dury, French Consul, and the Governor of Nagasaki, respecting the prisoners, the latter is reported to have said that so far as he was concerned he was perfectly indifferent as to what religion his subjects profess, but that he was compelled to execute his orders, however much his feelings might be to the contrary. These smooth-tongued remarks are nothing but diplomacy, at which the Japanese are great adepts, and do not agree with the manner in which the orders were carried out; for the subordinate officers, who behaved with much cruelty, acted more the part of African savages than like Japanese, who I always thought were of a more noble nature. I could give many illustrations which will cause much indignation to be felt in England, but will confine myself to three cases. One is where a woman gave birth to a child the previous night, was dragged next day more dead than alive to the vessel, together with the infant one day old; another, a poor old woman, between eighty and ninety years of age, too feeble to walk, and who could not possibly live in this world much longer, she, too, was carried off. The other cases I will put in one. Little children, varying in age from children at the breast to those of four or five years old, being locked up together in godowns, separated from their mothers. Now, if the governor was sincere in his assurances, he could have found a way to carry out orders with as little cruelty as possible. Sir Harry Parkes, H.B.M. Minister, while here endeavoured to induce the governor to postpone carrying out the order for twenty days, which would have given him time to confer with his colleagues at Yedo, but without effect.

Sir Harry Parkes left this by P.M.S. *Oregonian* on the 4th inst., for Hiogo and Yokohama; previous to his departure he paid a visit to the Takasima coal mine, which is worked with English capital and machinery, under the supervision of English engineers, and raises about 200 tons per day; competent judges say this can be easily increased to 500 tons with the present appliances. The coal discovered at Amas is said to be anthracite, and compares very favourably with American! The Japanese now work their coal mines with more energy than formerly, and the produce is shipped on native account to Shanghai through the medium of foreigners, and it is a noticeable fact that not only is the quantity increasing, but the quality is improving; it is now becoming a question whether the Japanese mines worked by foreigners will not interfere with the coal from England, and whether that branch of business will not be made unprofitable, as the Takasima can, at the present rate of freight, be delivered from a vessel's side at Shanghai at \$7½ to \$7¾ per ton, which price gives a very good profit to the mine owner.

Messrs. Underwood and Co., auctioneers of this place, yesterday sold by public auction the household furniture, &c., of the late Col. Von Siebold, but the sale did not include his collection of fossils and plants, which I hear will be sold privately.

The local authorities here are doing their utmost to make retrograde movements; they propose that the Consuls agree to their removing one of the Bund jetties, also the landing stage up the creek which separates Oura from Sagromatz; the latter, if agreed to, will be the means of almost rendering the rear lots of the settlement next to valueless. They are also endeavouring to induce the Consuls to prohibit the residents from visiting the parts of the country adjacent to Nagasaki; both proposals I hope will be rejected by the foreign representatives; the latter especially, as one of the places proposed to be made forbidden ground is no less than Tookeez, which is known to almost every visitor to this place, as the road leading to it is the only flat one to be found near to this, suitable for riding on.

The British barque *Eastern Chief* is loading tobacco and general cargo for London; the rate of freight has been reduced to £2 16s. 6d per fifty feet. Exchange on London 4s. 6d. per \$; Niboes 420 to 425 per \$100.

The corvette *Iho Sho Maru*, last from Galway, arrived here 7th instant.

The Nagasaki Patent Slip has been sold to the Japanese Government, I hear.

LATER ADVICES VIA SAN FRANCISCO.

By the steamer *Japan*, Capt. Freeman, which arrived at San Francisco on 16th Feb., we have dates from Yokohama, 24th Jan.; Hiogo, 20th; Nagasaki, 18th. The items which we have received have been partly anticipated by Atlantic Cable telegrams, and reported in our issue of 21st Feb.

Extensive fires at Yokohama, burning down an out-building of the Chartered Mercantile Bank and part of premises of Sitwell, Schoyer and Co. A fire at Yedo also is said to have burnt Government offices.

The Government of the Mikado has enforced the departure from the main land of 700 native Christians, against the unanimous protest of the foreign representatives.

The rice crop of several provinces a total failure, and the Government has prohibited the exportation of rice from Hiogo, except by special license, as provided by the treaties with foreign Powers. Large imports from Saigon, Bangkok, &c.

The telegraph lines between Yedo and Yokohama have been

completed, the first message having been sent over the wires on the 7th of January. The line will be thrown open to mercantile purposes very soon.

The Daimios are constantly making large purchases of arms and munitions of war. They also exhibit much enterprise in the development of their mineral resources, employing experienced foreigners to engineer the mines. The new year, which begins on the 1st of February, is expected to bring important political changes. Yedo is quiet, but the city is strongly guarded by Satsuma's men.

An embassy will be sent next summer by Japan to the United States, France, and England. The new American Minister to Japan is complimented for his prompt attention to the wants of his countrymen and the interests of his Government.

The *Oreida*, which left Yokohama for Hong Kong on the 23rd Jan., was struck by the P. and O. steamer *Bombay*, and sunk with the loss of 120 lives. The *Bombay* not much damaged.

## CHINA.

### SHANGHAI.

(FROM OUR OWN CORRESPONDENT.)

SHANGHAI, Jan. 18.

The English mail of the 19th Nov. arrived here on the 7th inst. The French mail, with London dates to the 25th Nov., to hand on the 12th inst. The first brings telegrams, *via* Galle, dated London 6th, the last to the 16th Dec.; the telegraphic advices by the former were anticipated by Kiachta. The *Madras* took out the mail leaving on the 4th inst. Admiral Sir Henry Kellett arrived here in the *Salamis* on the 8th; he is now up country shooting. Mr. Hart has left for Hankow; he did not appear to trouble the Customs establishment much at this port; he has decided that promotion in the junior grades will be mainly confined to those possessing a knowledge of Chinese. The Asiatic Society have had a meeting, at which there was a debate; Mr. Goodwin has been elected President. A Naval Court of Inquiry has acquitted Captain Broadbear of all blame in the loss of the *Ada*. The case of the native poor is engrossing the attention of the foreign residents; a "refuge," supported by contributions from foreigners, has been opened. The Philharmonic Society held their annual meeting on the 11th inst.

The Chamber of Commerce at this port has addressed a communication to Lord Clarendon on Sir Rutherford Alcock's new Convention, the tone of which is by no means favourable to that diplomatic achievement. The letter fills some six pages of the *North China Herald*, and is published as a supplement to that paper, so that it will probably reach most people at home who are interested in the matter. The letter points out that the Chamber's memorial urged—1, A further development of those principles of the old Treaty which had been proved by experience to be productive of benefit to the populations of foreign countries, the population of China, and the respective Governments; but above all—2, It urged that more efficient measures should be adopted to secure the implicit observance of these Treaty stipulations.

The Secretary shows that in both these objects Sir R. Alcock has been unsuccessful, his most conspicuous failures being in the attempt to deal with the question of inland duties, and in procuring any satisfactory improvement in means of communication with the interior. Great disappointment is expressed that no port is opened higher up the Yangtze than Hankow; and the Chamber has no faith in the fulfilment of the ambiguous hopes held out about the working of coal-mines. On the whole, the Chamber is of opinion that the so-called "concessions," made or promised by the Chinese are no equivalent at all to those on our side, and the increased silk and opium duties are exacted by the Chinese as pure and simple concessions:—

"And, indeed, taking the Treaty as a whole it is plain that the concessions it secures to the Chinese, or, more correctly speaking, the burdens it imposes on trade, are of the most substantial character, amounting in money alone to the sum of three million taels annually; whereas the counter-balancing concessions to trade are, as far as can be judged, of comparatively little value."

The *North China Daily News* has the following remarks in regard to an interesting case which was tried on the 14th inst., before the Supreme Court, in which Messrs. Lane, Crawford, and Co. sought to recover from Messrs. Glover and Co. the sum of \$17,686, being the balance of purchase-money due on a contract made by Messrs. Lane, Crawford and Co. with Mr. Porter, of Hakodadi, to sell the latter certain arms and ammunition; the remainder, \$20,000, having been paid as bargain money. Messrs. Glover and Co. come into the case as Mr. Porter's agents, he having written from Hakodadi requesting them to act as such. They accordingly took delivery of the arms and shipped them to Hakodadi, where the British senior naval officer would not permit them to land. They were returned to Shanghai; Mr. Porter failed to pay the balance of the purchase-money, and Messrs. Lane, Crawford, and Co. requested Messrs. Glover and Co. to redeliver the arms. The latter are willing to do so if the former will refund the \$20,000 bargain money. This Messrs. Lane, Crawford, and Co. decline, and sue Messrs. Glover and Co. for the balance of the purchase-money. They were nonsuited.

The Racquet Club have had a meeting, and for a Shanghai institution for recreation holds the enviable position of being in debt to the extent of only Tls. 800. The new land regulations for the port are being printed, and will shortly be issued to the rate-payers. A fire occurred on the 15th in the Surzah village, close outside the settlement, by which some huts were destroyed. The Customs now regularly make up a mail for Peking, which is sent overland.

There is not any news from the northern ports, which are all frozen in, except Chefoo.

At the riverine ports everything is dull; trade almost stagnant. The water is very low in the Yangtze, just allowing the steamers to run.

Little or nothing will be done for the next month here, on account of the Chinese New Year. The natives devote the fortnight preceding New Year's-day to settlement of their accounts, and the fortnight after to jollity.

(FROM ANOTHER CORRESPONDENT.)

The expedition of the French minister up the Yang-tze, and his success in every particular of his demands for satisfaction in reference to the persecution of French missionaries at Ngan-King has produced a profound impression here, as well as upon the Chinese authorities, and will, it is hoped, tend to show again to the good people at home how necessary it is to speak sternly and resolutely to officials such as the Chinese, if any good results are to be looked for. The documents already published here, which will go home by this mail, will show the satisfactory nature of the amends obtained by M. de Rochechouart for the Ngan-King outrages; but it would be a mistake to suppose that this formed the grounds for his expedition up the Yang-tze. On the contrary, the expulsion of the missionaries, both French and English, from Ngan-King, was an unlooked for episode at the time of M. de Rochechouart's journey being decided upon; he having left Peking for the purpose of visiting Hankow, and if necessary, proceeding to Sechuen, in connection with other causes of complaint. He is understood to have presented an ultimatum to the Chinese Government early in November, demanding the degradation of the Governor-General of Sechuen, besides satisfaction for the murder of missionaries in that and other Provinces, and he required in addition that Li Hung-Chang, the Governor-General Hu-Kwang, to whom the arrangement of the missionary complaints had been entrusted, should meet him at Hankow and give him ample guarantees for future immunity from disturbance, failing which, it is his intention to proceed to the interior himself.

In any case, it is understood, a survey of the Upper Yangtze between Hankow and Chungking, in Sechuen, will be undertaken by officers of the French squadron. A small portion of the task was accomplished by British naval officers last year; but as the whole river stands greatly in need of a survey, without which the question of its navigability by steamers beyond Ichang cannot be set at rest. Admiral de Luciniere is understood to have sanctioned the undertaking. It seems a pity that a task in which British interests are so pre-eminently engaged should have been abandoned by our own officers, though there is no doubt that it will be worthily executed by their French companions in arms.

## PEKING.

A correspondent writes that Wensiang, the second member (in rank) of the Taungli Yamen, who has been seriously ill, is better, and likely to be able soon to resume his duties. This is a matter for congratulation, as Wensiang was the most agreeable and intelligent member of the Cabinet in his intercourse with Foreign Ministers, and the most favourably disposed towards progressive views. One other member of the Board, Siu, has recently died at his home, in Shansi; and a third, Chung-lun, now 77 years old, is unable to do much public work. These circumstances have led to the appointment of three new members—Shen-kwei-fen and two men whose names have not reached us.

## HANKOW.

We extract the following interesting passages from Messrs. Edward Townsend and Co.'s Annual Report, dated Jan. 8:—

The great drawback to the advancement of this port to its natural position as one of the principal outlets for Manchester goods in the East is the very unsatisfactory mode of receiving all imports indirectly from Shanghai. Transshipping charges, as is well known to all shippers, come very heavy, and when to these has to be added a high rate of freight by expensive steamers, it can readily be believed that charges on Plain Cottons are (upon present relative high cost)  $1\frac{1}{2}$  to  $2\frac{1}{2}$  per cent. in excess of what they would be by direct imports, while on Metals the difference is as much as  $7\frac{1}{2}$  to 20 per cent.

The increasing interest shown by the Home and Indian press in the proposal to open up Western China, with the ultimate intention of connecting this port with Rangoon by railway and thus drawing to an English port the bulk of the teas of these districts, at the same time shortening the sea voyage most materially, has attracted much attention here, although it is feared many years must elapse before this scheme can be carried out. In the

meanwhile there is no reason why ocean steamers should not load direct for this port, and an additional freight of ten shillings per ton should be ample remuneration, more especially as several sailing vessels and steamers proceed here annually in ballast to load home with Teas. During the past twelve months four hundred steamers passed up and down the river without casualty.

At present all advantages of this port are reaped by natives and speculators who make purchases in Shanghai for re-sale here, thus creating more middlemen between the manufacturer and consumer. There is hardly any limit to be placed upon the quantity of Manchester goods which might be consumed here, if such could be imported at a low cost and of good wearing material. Native cloth is manufactured in these provinces to an enormous extent, and it is estimated that on an average 50,000,000 lbs. of cotton per annum are worked up into cloth. The past year opened under very favourable auspices for imports, as the bulk of the goods had been bought cheap at home, while China cloth had been manufactured from cotton costing 20 Taels per picul.

While upon this subject we may notice that under the auspices of the British Government the Shanghai Chamber of Commerce appointed delegates to proceed into Szchuen and advise upon the expediency of opening more ports higher up the river. From their official report they appear to confirm all that had been written by previous writers of the wealth of Szchuen; however, for the present they only recommend Ichang as another port of entry, it being the furthest point to which steamers could reach. This town is simply a place for transshipping goods from the large boats of the river to the lighter craft of the upper stream, and has no trade, so the only advantage to British interests for the expenses of maintaining a Consul establishment would be enabling one or two steamers to carry goods to and from this town solely upon Chinese account, and would be availed of principally to avoid the legitimate taxes *en route*. While objecting to Ichang as unnecessary we look with favour upon Chungking, in Szchuen, being opened, as from its well-known trade and favourable position at the bifurcation of the Upper Yangtze it would not only tend to increase the consumption of Manchester and Yorkshire fabrics, but be also the means of making the strong, rough teas (thought to be the Indian variety) available for export, which from their almost unlimited quantity might reduce the price of all teas considerably, and thus confer a boon upon our own working classes at home. Much of this tea grows wild, as only sufficient is cultivated for consumption in the province.

We consider it the more important that means should be found to develop this trade with Szchuen in teas in consequence of the increasing requirements of Russia, which already govern the prices here for finest, and in a more or less measure that of the lower grades, for as year by year the vast network of railways now being carried out in that empire become completed bringing teas within the reach of millions at moderate prices, there will be such an increase in demand that the present districts will not be able to supply. There is no lack of enterprise on the part of the Russian hongs, and steamers are now building to load from this port direct for Odessa via the Suez Canal. From Odessa they will readily procure grain freights to London, and thence to Shanghai and Hankow with general cargoes. From a political standpoint Chungking is important as being so much nearer to India, and from whence the intrigues of the French in Yunnan and of the Russians among the tributary tribes of the West may be baffled. In reference to Yunnan it may not be out of place to notice well accredited reports that the French made an offer through the Jesuit priests to send a certain number of troops into that province, and officers for so many thousand Chinese to be raised by the Viceroy, and at the same time sustain and arm them for three years, while in return the Viceroy should give the French a lien upon the province for all expenses. Negotiations were broken off through the Viceroy making it a *sine qua non* that the three years' pay of all the troops he was to raise should be paid him at once before he enlisted a single soldier.

#### HONG KONG.

From Hong Kong our advices are to Jan. 25. The outward mail of Dec. 3 was received at that port on the 17th Jan. There is little local news, except that two important memorials are forwarded by this mail to Lord Clarendon on the new China Convention. The following items are from the *Overland China Mail*:

Notice has been given that the Government is prepared to receive tenders for the houses to be licensed for public gambling in the colony. The monthly fees are fixed at \$13,340, and the licencees will be bound by the rules and regulations made by the Governor in Council on and since the 12th Sept., 1868.

Mr. James P. Duncanson died very suddenly this morning (21st), and the announcement of the fact cast an air of sincere sadness over the entire community. Not only was the deceased gentleman greatly respected and much esteemed as an active and public-spirited resident, but his large heartedness, liberality, and geniality had won for him the love of many friends, the gratitude of many who were in need, and the respect of all. He was recovering from an attack of illness, but succumbed instantaneously to the bursting of a blood-vessel, caused by severe coughing.

A comparative statement has been published showing the

amount of Stamp Duties collected in 1868-69. There is a total decrease on the latter year of \$6,081.69; the respective totals being \$101,894.20 against \$95,812.51. The decrease is of course stated after allowing for increase on certain items. The largest item of increase is on bank-notes, \$1,325.40, but on bills of exchange and promissory notes there is a decrease of \$210.45. Stamps on mortgages are represented by a decrease of \$1,661.25.

The Hong Kong Canton and Macao Steam-boat Company have declared a dividend at the rate of 16 per cent. per annum. This company is most flourishing.

The *Gazette* contains a calendar of probates and administrations granted by the Court of Probate, Hong Kong, during 1869. Among the larger values of effects set forth in the commissions of appraisal are the following: Douglas Lupton, \$350,000; H. D. Margesson, \$59,000; Chun Tye Choong, \$40,000; W. Gaskell, \$20,000; N. R. Masson, \$8,000. The calendar contains thirty-three names of deceased persons whose estates have come before the Court during the past year.

The four men convicted of the murder of a police sergeant at Sowkewan have been pardoned. The witnesses against them have been convicted of perjury, and sentenced to imprisonment for periods of from two to nine years.

Much discussion and correspondence is taking place regarding the amalgamation of the local dock companies. A pamphlet has been published giving full details of the proposed commercial expedition to the south-west of China. The yacht *Nirad* was the winner of the Garrison Cup. The Club Cup was taken by the *Mosquito*.

The following are from the *Overland Trade Report* :—

The half-yearly meeting of the Hong Kong, Canton, and Macao Steamboat Company took place on the 14th instant. The accounts showed a net profit for the half-year of \$85,068.51, which, with \$2,969.87 brought forward from last statement, made \$88,038.38 available for division. \$35,000 was placed to depreciation fund, and \$2,273.54 preliminary expenses and \$43.25 bad debts being deducted, \$45,000, or at 16 per cent per annum on the paid up capital, was declared as dividend, \$2,500 going as remuneration of directors, and \$4,216.59 being brought forward to new account.

The arrival in China of the first vessel via the Suez Canal has attracted attention to the effects which are likely to be produced upon the trade with China by the opening of the new route. The steamer *Sing Nanxing*, built on the Clyde for the North China Steam Navigation Company, completed the voyage via the Suez Canal to Hong Kong in 45 days and 7 hours under steam, and it is considered that had her full steaming power been put into play, she might have performed it in two or three days less.

A serious outrage has been committed by the mandarins on two British merchants in Formosa. A reward was offered for the head of one, and the other was placed in irons, while his godown was robbed.

#### THE HONG KONG MEMORIAL.

The memorial of the Hong Kong Chamber of Commerce, which was placed in the hands of Sir R. MacDonnell to be forwarded to Lord Clarendon, has not been published in full, but the *China Mail* gives the concluding paragraph as a specimen of its tenour :—

"We believe that the important changes we have recommended to your Lordship would, if introduced, be attended with the most beneficial results; and could easily be effected by the proper exercise of the influence which Great Britain still possesses in China, and of which we earnestly hope she will not soon be deprived. On the other hand, we greatly apprehend that if she any longer permits her Treaty rights to be violated with impunity, she will not merely be looked on with increasing contempt by the Chinese themselves, but will rapidly sink in the estimation of foreign Powers, who, by the adoption of more vigorous action than she can be induced to use in China, have recently succeeded in obtaining immediate and ample redress for injuries inflicted on their subjects, while they have at the same time added to their political influence in the East."

The other memorial is the result of a public meeting, and was framed by a committee consisting of Mr. Pollard, Q.C. (chairman), the Hon. P. Ryrie, Messrs. T. Pyke, A. Heard, W. H. Forbes, J. C. Whyte, R. S. Walker, H. B. Lemann, J. dos Remedios, and N. B. Dennys (hon. sec.) On the 22nd January the memorial was handed to the governor by a deputation, to be forwarded to the Home Government. His Excellency promised to use his influence for the benefit of the colony and observed that he believed it would be in his power to back the representations of the community. He had not read the memorial, but presumed that it must be much the same as that forwarded by the Chamber of Commerce, a copy of which he held in his hand. Mr. Pollard said that he believed H.E. would find them much the same, except that the present memorial dealt more particularly with matters peculiarly affecting local interests. H.K., on glancing over the memorial, said he was glad to see that one or two points which were, in his opinion, inadequately dealt with in the Chamber memorial, were fully treated of in that before him. H.K. then stated that he had a good opportunity of having these questions, especially that regarding the appointment of a Consul, before him, as he had correspondence from home which had not been made public, but which showed that the question had been very particularly considered by the Government.

The document is far too long to be reprinted here, as it fills over three columns of the *China Mail*. It consists chiefly of a series of arguments showing the inexpediency of allowing a Chinese Consul at Hong Kong. In support of their views the memorialists



adduce some instances of international usage as regards Consuls; an opinion given by Lord Clarendon himself to Sir George Bonham, and opinions of Law Officers of the Crown. They point out the unfairness of the second clause, which says that "China having agreed that England may appoint Consuls to reside at every port open to trade," it is then further agreed that "China may appoint Consuls to reside at all ports in the British dominions." The reciprocity which alone entitles a nation to ask for international concessions is singularly wanting here. The exceptional circumstances wherein Hong Kong differs from other English colonies are dwelt on, and the certain consequences of the proposed step on the Chinese population are explained at considerable length. The abandoning of the port of Kiung-chow is condemned as a grave error. After a short clause containing an opinion that the interests of the colony will suffer by the increased duty on opium, the memorial concludes as follows:—

Your memorialists trust their earnestness with regard to these matters will secure for their remarks an attentive consideration by your Lordship, and that you will thereupon be enabled to advise Her Majesty that in any revision of the Treaty the objections now put forward must prevent those clauses (2, 4, 5, and 6) being agreed to.

We have received Morris's *Directory for China, Japan, &c.* for 1870, printed at the *China Mail* office. It contains a calendar and mail time-table for the year, the usual comprehensive list of foreign residents in the Far East alphabetically arranged, separate directories for all the ports in China, Japan, the Philippines, &c., besides that for the colony itself. An appendix comprises information about postages, stamp duties, river steamers, and the Chinese Customs tariff. It appears to be an improvement on last year's edition.

## SIAM.

## BANGKOK.

The *Summary* of the 15th Jan. has the following:—

By advices from Petchaburee we learn that in that vicinity the rice crop is almost a failure. The water dried up so soon that a considerable part of the paddy did not fill out, and of that which did fill out the grains are very small and imperfect, but in those parts where the land is lower and where they consequently had more water, the crop promises to be a good one.

The son of the Government officer who was sent to conduct the Rev. Messrs. Macdonald and George through to Cheangmai brought us this morning letters from those gentlemen, dated December 10, stating in substance that they had waited most anxiously for the Government officer nine days before he came along; that the Governor of Rahaang was very kind in his attentions to them; that he had ordered eighty men, twenty elephants, and four horses to be an escort to the party to Cheangmai; and that they were about to leave.

The Siamese Government is stated to have given orders for the suppression of gambling. A proclamation has been issued from the throne ordering that all gambling houses in the vicinity of the Royal palace are to be shut up.

An embassy from the Spanish Government arrived at Bangkok on the 10th inst. in the Spanish sloop of war *Vinesdora*.

We have it on good authority that the day for the commencement of the funeral obsequies of his Majesty the late Supreme King of Siam has at length been appointed by the Government, and that it is Tuesday, the 8th day of next March. The Royal remains will then, as we suppose, on the early morning of that day be conveyed from their present resting place in the *Maha Prasat* to the *P'ramene*. This act is denominated *chak pra sop*, literally the drawing of the sacred corpse. Foreigners who have never witnessed that part of the ceremonies which appertains to the funeral of a Supreme King of Siam, may well determine that they will, if possible, have a view of it. The whole of the funeral services will probably occupy not less than fifteen days.

## JAVA.

(FROM A CORRESPONDENT.)

BATAVIA, Jan. 25.

The steamer *Vice-President Prince* arrived here yesterday with the English mail of Dec. 17.

The political news is very dull, and as the *Nieuw Bataviaasch Handelsblad* says, the correspondents are in despair because not one political fact occurred during the last fortnight worth mentioning. The general health was satisfactory at Batavia. The cases of small-pox are few, and only a very trifling number of persons were attacked by cholera. The horrible fever epidemic at Samarang has somewhat improved.

From the West-coast of Sumatra it is reported that the cattle disease still prevails there. Not less than 1,600 cattle died, and this caused the greatest distress to prevail amongst the population.

On the 17th inst. a total eclipse of the moon was observed; the weather was not rainy during the last few days. The west monsoon has not been inconvenient at Batavia. There are no inundations to regret here; from Samarang, however, several *baudjirs* are reported. The river has been filled up with sand and mud by

these overflows of water, so that the deepest part is only 1½ feet. Of course the communication with the sea is as good as interrupted. Several boats (*prauwen*) loaded with produce from vessels anchored in the roads have been lost. Besides these bad changes are the costs to bring a general cargo from the roads to the town, equal to the freight paid for the transport from Holland. The Government does not do the least thing in order to make the river navigable, and this is a question of to be or not to be for Samarang.

The preliminary works in behalf of the railway from here to Buitenzorg are made with the greatest speed. It is said that a concession is asked for the construction of a railway from Sourabaya to Passaroeng. It creates much astonishment that this right has not been claimed by the Dutch India Railway Company.

The Chinese at Solo have established a club there, where they play at billiards, and where they are served quite a *l'Européenne*. In one point, however, they differ from the Europeans—they only drink tea, and no spirits.

The Padang Chamber of Trade has, according to the *Sumatra Courant*, pressed the Government to grant permission to vessels with foreign flags trading between Java and Sumatra.

According to the official *Java Courant*, 450,000 piculs of Government sugar are to be offered for sale in the months of July, August, September, and October; whilst 50,000 piculs of coffee will be sold in April and December.

From Siam I hear that Dr. Hoogenstraaten has made an operation on both the eyes of Chow Phya Tipa Karawongsa Mahakosa Dhipati, Vice-praesides of the great Council of Siam. The operation has had the best result. This fact has some importance, because the population of Siam are trusting now the "celebrated" doctor, and are willing to ask his advice. You know that the number of eye-patients is very large in that country, and that medical aid never was attended to.

COFFEE.—The crop of 1869 is quite exhausted; no transactions to report, and the nominal quotation is f.31 to f.32. Raw Sugar: Some small parcels changed hands at f.16.50 for No. 14. For delivery out of the forthcoming crop some transactions were made at f.15 for No. 14. There are, however, but very few buyers. Rice: With some transactions for direct wants, f.165 to f.180 is paid for first quality, and f.125 to f.145 for second quality. Batavia. Arrack was paid with f.95. Gutta Percha: The disposable quantity is very small. The quotation is from f.60 to f.120, according to quality. India-rubber is very scarce, and f.95 to f.105 is willingly paid. Gum Damar was sold at f.42 to f.43. Nutmegs met with much demand at f.115 per picul. Mace: The stock is nearly exhausted, and even at f.150 nothing can be bought. Cloves: No attention is paid to this article, and the rather nominal quotation is f.28. Black Pepper: f.17.50; white, without quotations. Cowhides: 35c. to 40c., and buffalo, 23c. to 28c. per lb. Borneo Rattans were paid with f.10.50 to f.13, and Padang, f.8 to f.9. On the 10th February 5,000 piculs Billiton Tin will be sold in public auction. Manufactures: The market was in general very dull, and most inactive, and the quotations are rather nominal. Madapollams: 5-4 met with some demand, and from f.5.30 to f.5.40 was paid; 6-4, f.5.90 to f.6.05; 7-4, dull and impossible to sell. Calicuts, inactive; 5-4, f.5 to f.5.15; 6-4, f.5.95 to f.6; 7-4, f.6.70 to f.6.95. English Madapollams without the least business, and the prices are unaltered. Shirtings: The demand for Dutch has again decreased, and 5-4 are selling with difficulty at f.8 to f.8.25; 6-4, f.9 to f.9.40; English Bleached are impossible to sell; for 36 inch, 40 yards good quality, the quotation is f.9.9 to f.9.25; 40 inch, f.9.20 to f.9.50; 45 inch, f.10.25 to f.10.75; Unbleached, 7 to 39 inch, can be sold at f.7 to f.7.25; 8 to 45 inch are worth f.8. Drills, Unbleached, without stock, but the demand is very small; the nominal quotation is f.8.75 to f.9. Cambrics: No. 24 met with a good demand, and much business was done at f.3.50 to f.3.75. Prints: Notwithstanding they are out of season, the prices were well maintained. Mule Twist: Lower in price; the stock, however, is not large; No. 20-24 were sold at f.3.15 to f.3.55; No. 30 at 3.55, and No. 40 at f.4.20.

ARRIVALS.—At Batavia, Jan. 18, Cyclone, King, from Singapore; Jan. 20, Lanercost, Katon, from Samarang; Jan. 21, Gladiator, Little, from London; Jan. 22nd, Maranon, Gibb, from Liverpool. At Banjoewangie, Jan. 5, County of Argyle, Miller, from Proboling, departed for Rotterdam. At Padang, Jan. 3, Rockitt, Dill, from Paolo Pinang, departed for Boston.

DEPARTURES.—From Batavia, Jan. 13, Courser, Dickey, for Holland; Jan. 19, Lieutenant, Peters, for Rangoon via Samarang; Jan. 20, Balnaguth, Nankwell, for Padang and America; Waverley, Forsyth, for Australia; Etha Rickmers, Davidson, for Singapore; Jan. 4, from Banjoewangie; Aberdeen, Law, for New York.

PASSED SUNDA STRAITS.—Jan. 8, Otter, Croscombe, Sarawak, to Samarang; Jan. 15, Ensiger, Duncas, from Foochow to Amsterdam.

The English ships Auburn and Balnaguth are loading at Padang for New York; the freight is not known. The Syringa has been chartered for London, the County of Elgin, for Rotterdam, and the Launceston, for Amsterdam. The Annie Story is bound to the Channel for orders. The Lanercost, Gladiator, and Maranon were at the departure of this mail unchartered.

Change on Holland.—Private bills 102 to 102½ per cent.; Bank bills, 101½ to 102 per cent. London private, f.11.67½; bank bills, f.11.75 to f.11.77½.

## STRAITS SETTLEMENTS.

## SINGAPORE.

Dates from this port are to the 1st Feb. The English mail of Dec. 17, and the French of Dec. 23, arrived out on the 20th and 23rd Jan. respectively; the latter brought London telegrams to Jan. 10.

The following is from the *Straits Times* of 1st Feb.:—The fortnight like its predecessor has been a very dull one, and there is little of general interest to note. The rumour mentioned in our last summary of intended official changes has proved well founded. Mr. Edward Irving, the newly-arrived Assistant Colonial Secretary, assumed the duties of his office on the 17th January, but on the 20th the Honourable C. J. Irving was appointed Acting Lieutenant Governor of Malacca, Mr. Edward Irving—Acting Auditor General, and Mr. F. H. Plow—Acting Assistant Colonial Secretary, as before.

The light-vessel *Torch* has completed her repairs, and resumed her station on the North Sands, Malacca Straits, having been towed back by the *Peiho*.

H. E. the Governor has completed his visit to Penang, Province Wellesley, and Malacca, and returned here in the *Peiho* yesterday. The Legislative Council will probably be opened very shortly, and resume its labours; with the increased number of unofficial members, and the infusion of new blood in the official element, there is a prospect, if not of increased interest, at least of a little variety in the debates.

Copies of the despatch of his Excellency the Governor to Earl Granville, in vindication of his administration, are expected to reach this by next mail from England, and the document is looked forward to here with very general interest. Some particulars of its contents have reached this at second hand, and so far as they enable us to judge, we fear Sir Harry Ord will find he has raised a hornet's nest about his ears. Not content with the defence of the various acts of his administration against the somewhat rabid criticism which they have encountered, he would appear to claim that there never really has been any adverse criticism of his administration, which was at the same time honest and competent. The public press here, he sets down, not as the representative, but as the misrepresenter of the feelings of the community, and the few individuals who speak out for themselves, here and at home, he says, are actuated by the most sordid and selfish motives.

The Civil Session commenced on the 24th Jan. The chief case of interest is a suit brought against the proprietors of the powder hulk *Statesman*, for the value of gunpowder transferred at the time that vessel had sprung a leak, into the hulk *Princess Royal*, and lost when the latter ship foundered, in February, 1868. The point relied upon for the plaintiffs is that the powder was transferred without their consent; but, on the other hand, the condition of the *Statesman* was one of imminent danger, and the removal to the *Princess Royal* was made for the safety of the gunpowder and in the utmost *bona fides*, and there is no doubt had the assent of the owners been sought it would have been obtained;—in fact, there was no other place to which the powder could have been transferred. The case is, altogether, one of considerable interest.

The Chinese New Year festivities began yesterday, and will last fourteen days, during which time, as usual, the noise of crackers and the din of gongs will be heard instead of the bustle and activity of the rest of the year. Business will, of course, be very limited.

The rains have evidently broken up, and though we have occasional showers, the weather is more favourable.

With the new year appeared the second number of "Straits Produce," enlarged to twenty-eight pages, and filled with humorous articles and sketches quite as good in quality, and more profuse in quantity than last year. Further notice we must reserve for next week.

## PENANG.

Captain Alfred Robert Ord, Police Magistrate and Commissioner of the Court of Requests, Malacca, will arrive here in February and assume the appointments of Police Magistrate and Commissioner of the Court of Requests, Penang, and Mr. W. E. Maxwell will embark for Malacca immediately after the arrival of Captain Ord, and take up his appointments there.

Gambling is said to be very prevalent amongst the Chinese community at present. It is not pursued in houses in town but at places in the country, where the police are not so likely to be on the look-out. As it seems impossible to suppress this vice altogether, the Government would do well to follow the example of the Hong Kong authorities and introduce licensed gambling-houses. The revenue derived from this source would no doubt be large, and might be applied to some special purpose, such as the support of the Leper Hospital, and other charitable institutions, or in carrying out municipal improvements which at present are beyond the means of the commissioners.

## Commercial Report.

(For dates see First Page.)

## STRAITS, JAVA, CHINA, AND JAPAN IMPORTS.

YOKOHAMA.—Some small transactions had taken place in Cotton Yarn and Grey Shirtings at about last mail's rates. These, with a few sales of Turkey Reds and Velvets, constitute almost the sole business of the fortnight in piece goods. The depression in Woollen manufactures was unabated, and the quotations were almost entirely nominal. Metals, with the exception of small sized Nail Rod Iron, were almost unsaleable. Quotations:—Cotton Yarn, 16 to 24, \$53 to 53 75 per picul; 28 to 32, \$53 to 53.75; 38 to 42, \$59 to 61. Grey Shirtings, 7 lbs., \$2.60 to 2.65 per piece; 8 lbs., 4 to 6, \$2.97 1/2 to 3. Black Velvets, \$9 to 9.65 per piece. T. R. Cambrics, \$1.05 per lb. Taffachelass, \$2.30 to 3.40. Nail-rod Iron, \$2.70 to 3.50; Lead, \$6 to 6.25; Tin Plates, \$6.25 to 8 per box; Coal, \$8.50 to 9 per ton.

SHANGHAI.—There had been a large business in Grey and White Shirtings and T-Cloths at prices showing a marked improvement. Sales for the most part had been for delivery after China New Year, and importers had been the principal sellers. Grey Shirtings: 7lb. makes, owing to their scarcity, had been more sought after, and rates ruled high in consequence. Sales of ordinary chops, to arrive in six weeks, were effected at Tls. 2.05 per piece. For 8-4lb. the quotations were Tls. 2.21 to Tls. 2.23 per piece for ordinary delivery, and Tls. 2.24 to Tls. 2.25 for delivery in four weeks. The demand for 9lb. and 9.10/12lb. had been active, and rates show an improvement of 5 to 9 cents. Sales of all weights estimated at 170,000 pieces. At the close dealers were offering lower prices for 8.4lb. goods, but importers showed no sign of giving way. White Shirtings had changed hands to extent of 50,000 pieces, and holders had succeeded in establishing an advance. Best 64 reed firmly held for Tls. 2.40 per piece. T-Cloths: The low rates ruling attracted the attention of speculators, and sales from first and second hands were estimated at over 100,000 pieces. The market was rather irregular; but although stocks were known to be heavy, an impression obtained that higher prices will be got after China New Year. 6lb. goods scarce, and in some demand. Drills: Beyond sales at auction of damaged goods ex late arrivals, nothing had been done. Fancy Cottons: Some descriptions had been in good request, but the business done had been on a limited scale; the kinds most in demand, such as White and Dyed Spotted Shirtings, were in light supply, and holders generally were very firm for higher values. The Woollen Goods market had shown little or no change. About 4,000 pieces of Figured Orleans and 1,500 pieces of Crape Lustres, held by speculators, are said to have been sold at lower rates. Metals: Transactions amount to 7,000 Bars Nail Rod Iron at Tls. 2.15 to 2.75, which had been taken on speculation. Owing to the advance quoted in the cost of Iron at home, Importers were asking higher prices, and were very firm in their demands. Quotations were altered. Lead: A decline on this market was looked for; advices from Hankow showed a slight decline and a probability of lower rates, the imports being on a very large scale. Coals: The Coal market had remained very inactive, and, as usual at this season, the demand had almost ceased. Cardiff, no arrivals on the market or sales to report. English sales of a small cargo at Tls. 6 per ton. American, without transactions. Australian, sales at Tls. 5.80 per ton Newcastle. Japan, without sales to report. Formosa, Cardiff 1,200 tons (to order). Quotations (duty paid): Grey Shirtings, 7 lbs., per piece, 2.04 to 2.06; 8.4 to 8.6 lbs., 2.21 to 2.25; 9 to 9.12 lbs., 2.50 to 2.97; White Shirtings, per piece, 2.10 to 2.70; T. Cloths, 6 lbs., per piece, 1.40 to 1.65; 7 lbs., 1.65 to 1.85; 8 to 8.4 lbs., 2.00 to 2.15; XX 2.40; American Drills, 40 yards, 3.55 to 3.75; American Jeans, 30 yards, 2.80 to 2.90; American Sheetings, 40 yards, 3.45 to 3.75; English Drills, 40 yards, Tls. 3.40 to 3.60; Dutch Drills, 40 yards, Tls. 3.30 to 3.50; Figured Shirtings, per piece, Tls. 2.15 to 2.75; Brocades, per piece, Tls. 2.15 to 3.25; Damasks, per piece, Tls. 4.20 to 4.45; Gentian Shirtings, per piece, Tls. 2.80 to 3.00; Chintz, per piece, Tls. 1.45 to 1.90; Turkey Reds, 24 yards, per piece, Tls. 2.00 to 2.50; Camlets, English, SS, per piece, Tls. 12.00 to 12.25; SSS, Tls. 11.50 to 12.00; Spanish Stripes, per yard, Tls. 0.50 to 0.55; Medium Broad and Habit Cloth, Tls. 1.00 to 1.50; Long Ella, Scarlet, per piece, Tls. 6.05 to 6.20; Iron: Nail Rod, per picul, Tls. 1.90 to 2.20; Lead, per picul, Tls. 5.25 to 5.30.

HANKOW.—Cotton Goods: Grey Shirtings 8 1/2 lbs. had ruled 1 to 2 candareens over the closing quotations of last mail, but sales had been on a smaller scale, as the Szechuen dealers were drawing their supplies from Shanghai direct. 7 lbs. cloth scarce, and much wanted at an advance. Some enquiry for heavy Shirtings at higher rates. Closing quotations Tls. 2.00 to 2.03 for 7 lbs., Tls. 2.17 to 2.22 for 8 1/2 lbs., and Tls. 2.80 to 2.90 for 9 1/2 lbs. goods. White Shirtings: 64/66 reed goods in moderate enquiry, at Tls. 2.25 to 2.37 per piece. T-Cloths: Demand fallen off, sales less easily effected at a decline of 2 to 3 candareens per piece. Drills: Sales at low rates, little demand. Fancy Cottons, very little enquiry. Woollens and Worsteds—Camlets dull of sales, stocks increased. Lastings not wanted. Long Ells again lower, hardly any business reported. Spanish stripes and medium cloths taken in retail quantities only. Figured Orleans: Few enquiries, at lower prices. China Crapes: Not asked for. Lead: Business very limited, but there was a slight advance to note. Quicksilver: Unchanged; small sales at quotations. Tin: No stock. The quotations ruled as follows:—T-Cloths, 6 to 6 1/2 lbs., \$1.4 to 1.6; 7 lbs., \$1.65 to 1.78; 8 to 8 1/2 lbs., \$2.02 to 2.13. Drills, American, \$3.65 to 3.75; English, \$3.4 to 3.6. Spotted shirtings, per piece, \$2.2. Brocades, \$2.05 to 3.15; Spanish stripes, per yard, \$5.5 to 5.8; medium cloth, per yard, \$0.9 to 1.16; habit cloth, per yard, \$1.25 to 1.40; broad cloth, per yard, \$1.3 to 1.6. Camlets, English, S, per piece, \$12.8 to 13.3; S. S. per piece, \$12.9 to 12.4; lastings, \$11.5 to 11.3; long ella, \$6.05 to 6.25; Lead, per picul, \$5.50 to 5.70; Quicksilver, per picul, \$50.5 to 50.75.

FOOCHOW.—The sales during the interval had comprised 1,000 pieces 7 lbs. Grey Shirtings, at \$2.72 1/2 per piece; 500 pieces 7 lb. T-Cloths, at \$2.40 per piece; 100 pieces Scarlet Long Ella, at \$8.30 per piece; 280 piculs Lead, at \$7.52 per picul.

HONG KONG.—Messrs. Olyphant and Co.'s Report, dated 24th January,

contains the following:—Raw Cotton: With a continued good demand throughout the fortnight a steady business has resulted in Indian staple, and the market closes very firm. Cotton Yarn: The stock of Nos. 16-24 in native hands having become reduced to a very small compass, the dealers have displayed an increased desire to supply themselves, and moderate sales have resulted, holders having been enabled to advance their asking figures \$2.50 per bale for English, and \$2.50 to \$5 for Bombay kinds. The inquiry for Nos. 28-32 has not strengthened, and, without anything of moment having transpired, former quotations are repeated. Nos. 38-42 are in small supply, and are still held at high rates. Piece Goods: Transactions have been upon an increased scale, and the business of the fortnight has been much larger than might have been expected at the date of the despatch of last mail. The Chinese, however, are sanguine of a good demand after the turn of their year, and have therefore bought fairly, even at the advanced rates quoted. 7 and 8.4 lb. Grey Shirtings have been moderately taken at an advance of 2 to 5 cents per piece, and at this increased figure holders are very firm; 8.8 lb. to 9.12 lb. are all nominally 5 cents dearer; 10 lb. goods are in demand, for shipment to the North, and a rise of fully 10 cents per piece is quoted. White Shirtings of all counts are dearer, with an upward tendency, and the common kinds are sought after whilst the supply on offer is very small. Some small sales of English and Dutch Drills have been made upon easier terms, and holders have offered considerable parcels at public sale, at which bids were so low as to occasion the withdrawal of most of the goods. Quotations for American Cottons are nominally unaltered. Settlements of 6 and 7 lb. T-Cloths have been made to a moderate extent, and common 6 lb. goods display an increase in value of 2 to 5 cents per piece, whilst prices of all other weights remain unchanged; 8 lb. goods, however, meet with ready sale. Assorted Brocades and Spotted Shirtings have advanced, whilst White are unchanged. Turkey Reds are in full supply and are lower. Chintzes are quoted dearer, and good are wanted. Woollens: Scarlet Long Ells are weaker, and Assorted unchanged, but neglected. Spanish Stripes are somewhat firmer. Blankets continue dull, and can only be placed at public sale. The supply of superior Lastings is very small, and in consequence the demand is steady. Camlets have been parted with upon slightly easier terms. Dutch Camlets are, however, more firmly held. Metals: Nail Rod, Bar, and Hoop Iron are unaltered in value. Lead is held rather above buyers' ideas. Tin is less inquired for, and has fallen \$1 to 1.50 per picul. Quicksilver is held for higher rates. Coal: Arrivals have been 4,234 tons Sydney and 1,488 tons of Cardiff. Sales have been 908 tons of the former at \$5 to 5.70 per ton, and 532 tons of the latter at \$7 per ton. The cargo of Anthracite coals, some 1,500 tons, brought by the Witch of the Wave, has been offered unsuccessfully at \$7, ex ship while it is reported that even a lower figure is difficult to obtain. Ginseng: No business has been reported, and the market remains quiet. The current quotations were:—Cotton Yarn, per bale, 16 to 24, Tls. 140 to 145; 28 to 32, Tls. 142.50 to 150; 38 to 42, Tls. 175 to 185; Grey Shirtings, 7 lbs., Tls. 2.45 to 2.55; 8.4 lbs., Tls. 2.80 to 2.85; 9 to 10 lbs., Tls. 3 to 3.90; White Shirtings, 54 to 72, Tls. 2.55 to 3.75; fine, Tls. 4.20; T-Cloths, 6 lbs., Tls. 1.95 to 2; 7 lbs., Tls. 2.15 to 2.20; Mexicans, Tls. 2.30 to 2.40; 8 to 8.4 lbs., Tls. 2.65 to 2.30; Grey Twills, per piece, English, Tls. 4.65 to 4.75; American, Tls. 5 to 5.10; Dutch, Tls. 4.70 to 4.85; Spotted Shirtings, Tls. 2.60 to 3.20; Brocades, White, \$2.70 to \$3.50; Long Ells, per piece, Scarlet, Tls. 7.40 to 7.60; Assorted, Tls. 7.80 to 7.50; Blankets, Tls. 0.43 to 0.50; Camlets, SSS, Tls. 13 to 13.50; S.S., Tls. 15.25 to 15.75; S., Tls. 17 to 17.50; Iron Nail Rods, Nos. 1 to 6, Tls. 2.30 to 2.50.

**BATAVIA.**—Business in Cotton Goods had been on a most limited scale. Cambrics, 45 inch by 12 yards, all makes and qualities neglected; sales only effected at reduced rates; superior, 15/16's, f.5 to f.10; medium, f.4.75 to f.4.85; ordinary, f.4.60 to f.4.70 per piece; 24's, f.3 to f.3.25; 30's and 36's, nominal. White Shirtings, 40 yards, 36 inch 64 reed valued at f.8.50 to f.8.75, although in no inquiry; 41/11 inch taken at f.9 to f.9.4; 45 inch very quiet; good medium, f.10.50 per piece. Grey Shirtings, 38 1/2 yards, sales of 39 inch 7 lb. are reported at f.7 to f.7.4 per piece; and of 8 1/2 lb. at f.8 per piece, both at one month. Maddapollams, 24 yards, transactions in Dutch restricted to actual requirements; White, 33/34 inch f.5.25 to f.5.35; 40.41 inch, f.6 to f.9.25. Grey, 34.35 inch, f.5 to f.5.25; 43.44 inch, f.6 to f.6.25. English Grey, 32 inch, sold at f.3 1/2 per piece cash. In English White, doing nothing. Prints, 9.8 by 24 yards: Season closed. Twist, grey, No. 40's placed, at f.400 to f.410 per bale, one month. Nos. 20, 24, and 30, without demand. Iron, ample supplies; sales at f.9.50 to f.9.75 per picul; English, difficult of sale at f.6 to f.6.50 per picul.

**PENANG.**—Owing to the Chinese New Year holidays, business in imports had been very dull, buyers only purchasing for immediate wants. Grey Shirtings, 6 lbs., had been disposed of at \$45 and 44 per corgie, with a very small inquiry for the heavier class of these goods. Grey Long Cloths not asked for; prices nominal. Grey Madapollams: Stock cleared. Grey T-Cloths: Moderate demands; sales of 6 lbs. at \$37 1/2, of 7 lbs. at \$43 1/2 to 48 per corgie. White Shirtings continued very dull; small quantities of medium sold at \$60 and 63, fine at \$82 and 84 per corgie. White Cambrics: Small demand for low; medium bought at \$27, and Nos. 16-18 at \$32 1/2 per corgie. Yarn very dull; prices somewhat weaker.

## STRAITS, JAVA, CHINA, AND JAPAN EXPORTS.

### TEA.

**YOKOHAMA.**—The demand for good medium to finest teas had continued brisk, and settlements had been made to the extent of about 6,000 piculs, almost entirely for the New York market. The native dealers had been firm, and prices again showed an advance of from \$1 to \$2 per picul on those last quoted, and the market closed firm. Supplies as usual at this period of the season were falling off, and stocks, therefore, were much reduced. The America had taken 79,173 lbs. for San Francisco, and 88,467 lbs. for New York; and the Westbury 320,700 lbs. for New York. Quotations: Common, \$22 to 24 per picul, nominal; Good Common, \$25 to 27 ditto; Medium, \$28 to 31 ditto; Good Medium, \$32 to 34 ditto; Fine, \$36 to 38 ditto; Finest, \$39 to 44 ditto; Choice, nominal.

**SHANGHAI.**—Black: An unimportant business had been transacted. Prices showed no great change, but were, perhaps, a shade lower. Sup-

plies had been very small, and the stock was slightly reduced. Settlements for the fortnight, 2,157 chests; stock, 37 chests, or 9,697 packages. Quotations (duty paid):—Hobow, common to fair, Tls. 17 to 20; Onam, common, Tls. 19; Ningchow, common, Tls. 19; Shanghai-packed, Tls. 16. Green: In the early part of the fortnight the market was quiet, but subsequently a demand had sprung up, and purchases amounted to 24,740 half-chests. Price for good medium to fine Teas had advanced from one to two taels per picul on last mail's quotations; common kinds had also commanded full rates. Quotations: Moyune and Teenkai, Tls. 31 to 41; Fychow, Tls. 26 to 36; Pingsuey, Tls. 30 to 31; Shanghai packed, Tls. 25 to 30. Settlements for the fortnight, 24,700 half-chests; re-shipments on owners' account, 760 half-chests; stock, 115 chests, or 50,376 half-chests.

**FOOCHOW.**—The business done since the departure of last mail had left the market almost bare of stock. Prices were unchanged. Supplies, as compared with last season, showed a falling off as follows: Congou, 25,094 chests; Souchong, 4,171 chests; Oolong, 35,817 half-chests; and Scented Teas, 38,770 boxes. In Flowery Pekoe there was an increase of 2,410 chests, and Green Teas of 4,800 packages. Congou: In the early part of the fortnight a farther advance was tried by the tea-men, but after learning of the unfavourable advices from all quarters, previous rates were accepted. Souchong: The settlements show no change. Oolong, Flowery Pekoe, Scented Teas: No business. Green: One parcel of 2,427 packages had been settled at Tls. 22 1/2, a proportion which may be considered moderate as compared with Shanghai rates. The remainder of the stock had been shipped off on Chinese account.

**CANTON.**—There had been more doing, tea-men being anxious to realise, and close their accounts before China New Year. A reduction of 1 to 2 taels had been the result, but holders, as a rule, were not disposed to sell at this decline. It was said that some of the settlements will be forwarded on native account. The Gunpowders are reported as going forward to the colonier, and under Continental orders. Prices unchanged. Canton settlements from 6th and 20th January, 1870:—Country Congous, nil; Canton District Congous, nil; Scented Orange Pekoe, 2,700 boxes at Tls. 20 to 25; Scented Caper, 8,000 boxes at Tls. 12 to 16; Canton Greens, Gunpowder, 3,600 boxes at Tls. 14 to 23; Young Hyson, Country Greens, nil.

### SILK.

**YOKOHAMA.**—An improved demand had imparted more activity to the market, and settlements had reached 750 bales. The price of the lower grades of Hanks attracted attention first chiefly to these classes, but as they became less abundant, silkmen daily advanced their pretensions, and a rise of fully \$30 to 40 has to be noted. Other Hanks and Oshus had shared the effect of the general improved tone, though in a smaller degree; and silkmen had assumed such extravagant pretensions for all sorts that business was again checked; even the desire to settle for the new year seemed to have little influence. The quotations were:—Hanks, Mybush and Sinchu, extra, 34s. 6d.; best, 31s. 10d. to 38s. 9d.; medium, 29s. 1d. to 31s.; inferior, 25s. 7d. to 27s. 11d.; Oshu, extra, 34s. 11d.; best, 31s. 10d. to 33s. 9d.; medium, 28s. 9d. to 31s.; inferior, 24s. to 26s.; Coshu, best, 27s. 2d. to 28s. 9d.; medium, 24s. 10d. to 26s. 9d.; Sodai, best, 27s. 7d. to 28s. 9d.; medium, 24s. 10d. to 26s. 9d.

**SHANGHAI.**—The following is from Messrs. Skeggs and Co.'s Circular, dated 18th January:—"Immediately after the departure of last mail business was again commenced and has steadily progressed, reaching at the close a much larger amount than had been anticipated. Settlements are estimated at about 2,200 bales, and the present stock is reduced to about 700 bales. As might be expected with such large transactions, prices have been forced up and show an advance of Tls. 5 on chops, and Tls. 5 to 10 on other descriptions of Tsatees; Choopings and Koo-fong sings having been sold at Tls. 560, equal to 29s. 6d. Dragons, Tls. 555, equal to 29s. 3d.; and Red Peacocks, Tls. 462, equal to 24s. 5d. Hainins have been in better request, sharing the rise to the extent of Tls. 10; No. 2 Fatmow fetching Tls. 465, equal to 24s. 7d., and a quantity of medium sorts have been taken at from Tls. 430 to 450. Taysaams are much wanted, and realise equally high prices. A considerable portion of the business has been in barter for Woollen Goods otherwise unsaleable at this period of the year. These high prices will, no doubt, bring fuller supplies to the market than has hitherto been expected, and the export will probably reach about 39,000 bales."

### JAVA AND STRAITS PRODUCE.

**BATAVIA.**—Arrack: f.95 per leaguer; sales. Cloves: f.28 per picul; dull. Coffee: Java, none in the market; 1,000 piculs Pamanoean sold at f.43.09 per picul. Cubebs: f.14.50 per picul; sales. Gutta Percha: f.60 to f.120 per picul, according to quality; small supplies. Gum Dammar: f.42 to f.43 per picul; sales. Hides: Cow, 35c. to 40c.; Buffalo, 23c. to 28c. per pound, according to quality. India Rubber: f.95 to f.105 per picul; sales, and scarce. Indigo: Sales at Samarang, f.5.25 to f.5.30 per lb. for first quality. Mace: f.150 per picul; sales, and scarce. Nutmegs: f.115 per picul; sales, and scarce. Pepper: Black, f.17.50, sales; white, no stocks. Rice: First quality, f.165 to f.180 per coyang; second, f.125 to f.145 per coyang; cargo, f.110 to f.115 per coyang. Rattans: Borneo, f.10.50 to f.13 per picul, none; and Padang, f.8 to f.9 per picul, sales. Sapanwood: Manila in bond, none; Java, f.3 to f.3.50 per picul; sales. Sugar: No. 14 and lower, f.16.50 per picul, sales; No. 15/20, f.15.50 to f.15.75 per picul, sales.

**SINGAPORE.**—The following is from the Borneo Company's report:—"The usual preparation by our dealers for the Chinese New Year have interrupted business, and we have had a very limited demand for goods generally, with the exceptions, perhaps, of Grey Shirtings and fine Yarns, which are in reduced stock and continue to be sought after; holders have shown little eagerness to force sales, and our quotations for the most part are fully maintained. Grey Shirtings, 39 inch: The inquiry for 7 and 8 1/2 lb. keeps moderately active, and prices have slightly improved. 45 inch Shirtings of 9 and 10 lb. weight continue in request, and in their absence 8 lb. have been moving more freely. Present value is:—6 lb., \$2.10/17; 7 lb., \$2.50/52 1/2; 8 1/2 lb., \$2.92 1/2/95 per piece. Grey T-Cloths are firmer, though sales have been restricted to some extent by the advanced prices holders now demand. There are buyers of 4 lbs., \$1.35/40; 4 1/2 lbs., \$1.45/50; 5 lbs., \$1.55/60; 6 lbs., \$1.82 1/2/87 1/2; 7 lbs., \$2.10/15 per piece. Grey Madapollams: Stocks reduced, and value advanced to \$21 1/2 to 21 1/2 per

corge for 2½ lbs., and \$22 to 22½ for 3 lbs. Grey Drills continue neglected; quotations nominal. White Shirtings: Transactions limited; no improvement can be noticed in prices, which remain at 45/50 reed, \$2.20/25; 56/58 reed, \$2.60/70; 64/66 reed, \$3.12½/17½; 70/72 reed, \$3.55/65 per piece. White Madapolams inquired for at \$22½ to \$23½ per corgie, and few remain in first hands. Grey Twist: The lower numbers are still slow of sale, and the transactions reported in No. 30 are also small. No. 40 is in request and supplies recently to hand, having been cleared, purchases for arrival have taken place at \$147½ to 150 per bale. We quote: Nos. 16-24, \$125 to 127½ per bale; No. 30, \$137½ to 140; No. 40, \$150 to 152½. Woollers: The market continues inactive. 30 lb. Camlets, assorted colours, are quoted \$16½ to 16¾ per piece, but no sales are reported. Spanish Stripes have been placed to a small extent at 77½c. to 80c. per yard, and Bombazettes at \$3.20 to 3.30 per piece. 12 lb. Scarlet Long Ells are without enquiry at \$7½ to 8 per piece. Iron is in heavy stock and the demand is extremely small at \$2.40 to 2.45 per piece for Govan bolt and bar; and \$2.35 to 2.40 for nail-rod. Swedish Steel is also difficult to move at \$3.60 to 6.65 per tub. Pig Lead is in request, and small parcels afloat have been taken for arrival at \$6 to 6¼ per cwt.

**PENANG.**—There had been little business of importance. Only one purchase of Tin was reported at \$26 per picul, but for India and China native merchants had paid as high as \$26½ to 26.80, credit. No Pepper had come forward, and a former arrival of 3,000 piculs had been disposed of at \$7.25 to 7.50 per picul to native merchants for the Indian and Chinese markets. Cloves, Penang growth, had met buyers at \$18½ per picul. There was still a little Cutch on the market. Fish Maws had been very scarce; there had only been a small arrival during the fortnight of some whole, which was taken at \$74 per picul. Arrivals of Gum Benjamin No. 1 had been purchased at \$50, and of No. 2, T. T. and Co., of medium quality, was secured at \$19½ per picul. There was very little left on the market. Very little Gutta Percha had come forward, and the small lots that arrived were taken at \$70 to \$80½ per picul, according to quality. There had been a fair supply of Buffalo Hides, which had had ready buyers at \$10 and 10½ per picul. Cow Hides had been very scarce, and purchased at \$14½ for picked skins. Horns had sustained former rates, and arrivals were taken at \$10 and 10½ per picul, according to size. India Rubber had come forward in small quantities, and bought at \$36 and 36½ per picul. Sugar in improved demand, prices somewhat firmer.

#### EXPORT OF TEA AND SILK, SEASON 1869-70. TO GREAT BRITAIN.

| Date.                            | From Yokohama & Nagasaki. | From Shanghai and Hankow | From Foochow.     | From Amoy. | From Canton, Macao, &c. | Total lbs. | Silk Bales & Cases |
|----------------------------------|---------------------------|--------------------------|-------------------|------------|-------------------------|------------|--------------------|
| From June 1 to Dec. 31, 1869     | 74573                     | 67441165                 | 46726884          | 1349918    | 13045128                | 128637668  | 32478              |
| Corresponding period last season | 731407                    | 65565678                 | 49533375          | ...        | 12129197                | 127959657  | 43022              |
| <i>Shipments Since;</i>          |                           |                          |                   |            |                         |            |                    |
| 1870.                            |                           |                          |                   |            |                         |            |                    |
| Jan. 6 per Omla                  |                           |                          | From Shanghai     |            |                         | 1,136,538  |                    |
| — 8 ... Fontenay                 |                           |                          | ... Do.           |            |                         | 670,780    |                    |
| — 13 ... Western                 |                           |                          | ... Foochow       |            |                         | 702,100    |                    |
| — 14 ... Red Riding Hood         |                           |                          | ... Do.           |            |                         | 961,800    |                    |
| — 25 ... Ellora (ml. str.)       |                           |                          | ... Shanghai, &c. |            |                         | —          | 2,525              |

| Date.                            | From Yokohama & Nagasaki. | From Shanghai and Hankow | From Foochow. | From Amoy. | From Canton, Macao, &c. | Total lbs. | Silk Bales & Cases |
|----------------------------------|---------------------------|--------------------------|---------------|------------|-------------------------|------------|--------------------|
| From June 1 to Dec. 31, 1869     | ...                       | ...                      | ...           | ...        | ...                     | 2049417    | 11230              |
| Corresponding period last season | ...                       | ...                      | ...           | ...        | ...                     | 3476339    | 16617              |
| <i>Shipments Since;</i>          |                           |                          |               |            |                         |            |                    |

|                            |  |  |                   |  |  |         |     |
|----------------------------|--|--|-------------------|--|--|---------|-----|
| 1870.                      |  |  |                   |  |  |         |     |
| Jan. 1 per Ensign          |  |  | From Foochow      |  |  | 482,100 |     |
| — 15 ... Figaro            |  |  | ... Do.           |  |  | 19,000  |     |
| — 17 ... Diamond           |  |  | ... Do.           |  |  | 557,500 |     |
| — 25 ... Ellora (ml. str.) |  |  | ... Shanghai, &c. |  |  | ...     | 630 |

| Date.                            | From Yokohama & Nagasaki. | From Shanghai and Hankow | From Foochow. | From Amoy. | From Canton, Macao, &c. | Total lbs. | Silk Bales & Cases |
|----------------------------------|---------------------------|--------------------------|---------------|------------|-------------------------|------------|--------------------|
| From June 1 to Dec. 31, 1869     | ...                       | ...                      | ...           | ...        | ...                     | 27097511   | 834                |
| Corresponding period last season | ...                       | ...                      | ...           | ...        | ...                     | 24489775   | 1,313              |
| <i>Shipments Since;</i>          |                           |                          |               |            |                         |            |                    |

|                                |  |  |               |  |  |           |    |
|--------------------------------|--|--|---------------|--|--|-----------|----|
| 1870.                          |  |  |               |  |  |           |    |
| Jan. 1 per Elizabeth Nicholson |  |  | From Shanghai |  |  | 1,066,140 |    |
| — 1 ... America                |  |  | ... Yokohama  |  |  | 88,467    |    |
| — 9 ... Westbury               |  |  | ... Do.       |  |  | 320,700   |    |
| — 12 ... Margarita             |  |  | ... Amoy      |  |  | 356,636   |    |
| — 14 ... City of Perth         |  |  | ... Shanghai  |  |  | 56,075    |    |
| — 15 ... New York (str.)       |  |  | ... Do.       |  |  | 465,207   | 4  |
| — ... Japan                    |  |  | ... Do.       |  |  | ...       | 24 |

| Date.                          | From Yokohama & Nagasaki. | From Shanghai and Hankow | From Foochow. | From Amoy. | From Canton, Macao, &c. | Total lbs.    | Silk Bales & Cases |
|--------------------------------|---------------------------|--------------------------|---------------|------------|-------------------------|---------------|--------------------|
| From June 1 to Dec. 31, 1869   | ...                       | ...                      | ...           | ...        | ...                     | 11,112,391 lb |                    |
| Corresponding period last year | ...                       | ...                      | ...           | ...        | ...                     | 15,714,349    |                    |
| <i>Shipments Since;</i>        |                           |                          |               |            |                         |               |                    |

|                      |  |  |                |  |  |         |  |
|----------------------|--|--|----------------|--|--|---------|--|
| 1870.                |  |  |                |  |  |         |  |
| Jan. 15 per Onward   |  |  | From Hong Kong |  |  | 38,440  |  |
| — 20 ... G. H. Peake |  |  | ... Do.        |  |  | 279,220 |  |

#### TO GREAT BRITAIN.

| Date.             | From Yokohama & Nagasaki. | From Shanghai and Hankow | From Foochow. | From Amoy. | From Canton, Macao, &c. | Total lbs.  | Silk Bales & Cases |
|-------------------|---------------------------|--------------------------|---------------|------------|-------------------------|-------------|--------------------|
| From 1843 to 1844 | ...                       | ...                      | ...           | ...        | ...                     | 51,022,600  | 18,604             |
| 1845 to 1846      | ...                       | ...                      | ...           | ...        | ...                     | 57,334,200  | 22,143             |
| 1846 to 1847      | ...                       | ...                      | ...           | ...        | ...                     | 63,972,000  | 21,280             |
| 1847 to 1848      | ...                       | ...                      | ...           | ...        | ...                     | 77,327,800  | 29,481             |
| 1848 to 1849      | ...                       | ...                      | ...           | ...        | ...                     | 92,240,300  | 36,315             |
| 1849 to 1850      | ...                       | ...                      | ...           | ...        | ...                     | 76,990,255  | 28,134             |
| 1850 to 1851      | ...                       | ...                      | ...           | ...        | ...                     | 65,789,792  | 24,169             |
| 1851 to 1852      | ...                       | ...                      | ...           | ...        | ...                     | 85,560,452  | 32,313             |
| 1852 to 1853      | ...                       | ...                      | ...           | ...        | ...                     | 90,066,160  | 34,603             |
| 1853 to 1854      | ...                       | ...                      | ...           | ...        | ...                     | 109,854,040 | 42,887             |
| 1854 to 1855      | ...                       | ...                      | ...           | ...        | ...                     | 121,273,580 | 46,603             |
| 1855 to 1856      | ...                       | ...                      | ...           | ...        | ...                     | 117,463,586 | 44,603             |
| 1856 to 1857      | ...                       | ...                      | ...           | ...        | ...                     | 121,236,870 | 46,603             |
| 1857 to 1858      | ...                       | ...                      | ...           | ...        | ...                     | 118,333,042 | 46,603             |
| 1858 to 1859      | ...                       | ...                      | ...           | ...        | ...                     | 118,423,290 | 46,603             |
| 1859 to 1860      | ...                       | ...                      | ...           | ...        | ...                     | 116,890,430 | 46,603             |
| 1860 to 1861      | ...                       | ...                      | ...           | ...        | ...                     | 142,789,804 | 57,449             |

\* Including the Continent.

#### EXCHANGES, &c.

[For dates, see first page.]

#### ON LONDON.

| At                    | Bank Bills. | Credits.    | Documentary. |
|-----------------------|-------------|-------------|--------------|
| Yokohama, 6 m. s. ... | 4s. 6½d.    | 4s. 7d.     | 4s. 7d.      |
| Shanghai " " ...      | 6s. 0½d.    | 6s. 0½d.    | 6s. 1d.      |
| Canton " " ...        | 4s. 5½d.    | 4s. 5½d.    | 4s. 6d.      |
| Hong Kong " " ...     | 4s. 5½d.    | 4s. 5½d.    | 4s. 6d.      |
| Macao " " ...         | 4s. 5½d.    | 4s. 5½d.    | 4s. 6d.      |
| Singapore " " ...     | 4s. 5½d.    | 4s. 5½d.    | 4s. 6d.      |
| Manila " " ...        | 4s. 3d.     | 4s. 3d.     | 4s. 3d.      |
| Colombo " " ...       | par         | 1 to 2 dis. | 1 to 2 dis.  |

#### MISCELLANEOUS.

|                     | At Shanghai.   | At Hong Kong. |
|---------------------|----------------|---------------|
| Bills on India ...  | 300 to 301     | 222½          |
| " Hong Kong ...     | 26 to 26½ dis. | —             |
| 100 silver ...      | 111.60         | 9½ prem.      |
| Mexican dollars ... | 73.70          | ½ prem.       |

Bous, at Yokohama, 335 to 350 per 100 dols.

#### SHARES AT HONG KONG.

Hong Kong and Shanghai Bank, New, 20; Old, 36 to 37 per cent. premium.  
Hong Kong Gas Company, 44 dols. per share.  
Hong Kong and Whampoa Dock, 9 per cent. discount.  
Union Dock Company, 45 to 50 per cent. discount.  
China Traders' Insurance, 1,400 to 1,500 dols. premium.  
Hotel shares, 50 to 60 per cent. discount.  
Hong Kong and Macao Steamboat Company, 25 per cent. premium.

### Shipping Intelligence.

#### ARRIVALS.

**At YOKOHAMA.**—From Shields, Jan. 3, Peter Joynson; 6, James Watt; from London, Jan. 15, Napier.  
**At SHANGHAI.**—From Glasgow, Jan. 17, Melrose Abbey; from Sunderland, 11, Aldebaran. Reported by telegram, from London, &c., Princess of Wales, Titania, Caliph, Hertfordshire, Achilles (str.).  
**At HONG KONG AND CANTON.**—From London, Jan. 14, Conchita (str.), Everest, 22, Fairleader; from Glasgow, 20, Grace Peile; 21, Appin (str.); from Portland, 14, Hattie C. Besse; from Swansea, 12, Fort Regent; from Newcastle, 16, Jules Dufaire, Ambassador; from Hamburg, 10, Bertha; 12, Panama 22, Formosa; from Bremen, 19, Willy; from New York, 21, Golden Star; from Callao, 22, America. Reported by telegram, from Cardiff, Canada.  
**At MANILA.**—From Liverpool, Jan. 5, Amigos, 18, Panama; from Cardiff, China.  
**At SINGAPORE.**—From London, Jan. 20, Arabia; 26, Antipodes; 27, Belle of Southesk; from Dundee, 19, Early Morn; from Glasgow, 21, Loch Ken; from Cardiff, 24, Jorgen Bruhn; 30, Constantine; from Hamburg, M. W. Sass. Reported by telegram as having arrived previous to Feb. 15, Hydecooper, Banda, Wemys Castle, Modane.  
**At PENANG.**—From Hull, Feb. 2, Ystarat.  
**At BATAVIA.**—From London, Jan. 21, Gladiator; from Liverpool, 22, Maranon; from Amsterdam, 11, Aldebaran, Admiraal de Ruyter; 21, Waterloo; 24, Peter Adolph; from Rotterdam, 22, Jacoba Cornelia; 24, Maria Adriana.  
**At BANGKOK.**—From Bordeaux, Dec. 18, Diana; from Hamburg, 12, Palma.

#### DEPARTURES.

**From YOKOHAMA.**—For New York, Jan. 8, Westbury; for United States, Havelock.  
**From SHANGHAI.**—For New York, Jan. 15, City of Perth, Nestor Princess of Wales.  
**From FOOCHEW.**—For London, Jan. 12, Westburn; 14, Red Riding Hood; for Falmouth, 15, Figaro; 17, Diamond.  
**From HONG KONG AND CANTON.**—For Liverpool, Jan. 13, Camana; for London, 18, Neville; for Falmouth, 15, Empress; for Callao, 14, Mahela.  
**From MANILA.**—For Copenhagen, Jan. 13, Havfruen; for Cadiz, 8, Elena.  
**From SINGAPORE.**—For London, Jan. 26, Staffa; 28, Glenlyon; for Liverpool, 29, M. C. Nelson; for Falmouth, 30, Edith; for New York, 30, Abbie Clifford, Clydesval.  
**From PENANG.**—For London, Jan. 24, Parana.  
**From BATAVIA.**—For Holland, Jan. 13, Courser, Doelwyk; 24, Robertus Hendrikus; for United States (via Padang), 20, Balnagurth.  
**From BANGKOK.**—For Europe, &c., Dec. 31, Benmore; Jan. 8, Macedon, Venus; 11, British Empire.

#### VESSELS LOADING.

**At YOKOHAMA.**—For New York, Crest of the Wave, Benefactress, Havelock, Rockliff; for Boston, Alphonsine.  
**At SHANGHAI.**—For London, Callisto, Loudoun Castle, Dartmouth, Nestor (str.); for New York, Good Hope, Sarah Nicholson, Harlow.  
**At FOOCHEW.**—For London, Portland, Coulakyle; for Continent, Joseph Hombrö; for New York, Avon.  
**At HONG KONG AND CANTON.**—For London, Dudbrook; Princess of Wales; for New York, Music.  
**At MANILA.**—For London, Victoria; for New York, Adelina, Samuel Larrabee.  
**At SINGAPORE.**—For London, Carmarthenshire, Dilbhur, Tartar;



for Glasgow, Hermon; for Liverpool, Loch Ken; for New York, George Green; for Boston, Nabob Rosina; for Bordeaux, Louise, Collet, Pallas, Yvonne.

At PENANG.—For London, James Paton, Albuera.

At BATAVIA.—For Europe, Ania, Flora, George Crashaw, Kate Swanton, Krimpen van der Lek, Landdrost Brann, Penrith.

### FREIGHTS AND CHARTERS.

At YOKOHAMA.—To London, there is no vessel loading; to New York, £2 to £2 5s. per ton, of 40 cubic feet.

At SHANGHAI.—To London and New York rates remain at £2 to £2 10s. per ton respectively.

At FUOCHOW.—To London, £2 to £2 5s.; to New York, £2 10s.

At HONG KONG and CANTON.—To London, £2 10s.; to New York, £2 per ton.

At MANILA.—To London, Sugar, £2 10s.; Hemp, £3. Nominal.

At SINGAPORE.—For United Kingdom, £2 2s. 6d. to £2 10s.; and £3 Hides.

At PENANG.—To London, £2 5s. dead weight; £2 10s. light weight.

### VESSELS PASSED STRAITS OF SUNDA.

| Date.   | Ship.                 | From       | To         |
|---------|-----------------------|------------|------------|
| Dec. 28 | Barbadian             | Singapore  | Boston     |
| "       | Siam                  | Shanghai   | Falmouth   |
| "       | A. C. Otis            | Manila     | New York   |
| " 26    | Mille                 | Marseilles | Saigon     |
| "       | Jedo                  | Batavia    | Rotterdam  |
| " 27    | Rideman               | Yokohama   | Boston     |
| "       | Ravensbourne          | Hingoo     | New York   |
| " 30    | Str. Bangkok          | Glasgow    | Singapore  |
| Jan. 2  | Arracan               | Hong Kong  | New York   |
| "       | Earl of Dalhousie     | Foochow    | London     |
| "       | Bunker Hill           | Manila     | Boston     |
| "       | Henri Joseph          | Bordeaux   | Batavia    |
| "       | Polly Lewis           | Singapore  | Boston     |
| "       | Etha Rickmers         | Shanghai   | New York   |
| " 7     | Cosmopolitan          | Manila     | Cadiz      |
| "       | Jurgen                | Amoy       | New York   |
| "       | Medina                | Hong Kong  | London     |
| "       | Nyassa                | Shanghai   | London     |
| "       | Haze                  | Hong Kong  | New York   |
| "       | Horatio               | Shanghai   | New York   |
| " 7     | D' Maria Pia          | Macao      | Havana     |
| " 8     | Ocean Bride           | Bangkok    | Falmouth   |
| " 9     | Antipodes             | London     | Order      |
| "       | Elizabeth Dongall     | Shanghai   | New York   |
| "       | Durige Meaurio        | Manila     | London     |
| "       | M. W. Sass            | Hamburg    | Singapore  |
| " 10    | Aldebaran             | Rotterdam  | Batavia    |
| "       | Sophia K. der Nederl. | Amsterdam  | Singapore  |
| " 12    | Pellatrix             | Amsterdam  | Sourabaya  |
| "       | Georges and Mathilde  | Singapore  | Marseilles |
| "       | Huydecooper           | Rotterdam  | Singapore  |
| "       | Grenadier             | Yokohama   | London     |
| " 13    | Vinque Victoria       | Ilo Ilo    | Cork       |
| " 14    | Mount Vernon          | Singapore  | Liverpool  |
| "       | Hadone                | Bordeaux   | London     |
| "       | Elizabeth Nicholson   | Shanghai   | London     |
| " 15    | Ensign                | Foochow    | Amsterdam  |
| "       | E-meralda             | Hong Kong  | Falmouth   |
| " 17    | Coldingham            | Singapore  | London     |
| " 18    | Neva                  | Macao      | Havana     |

### CASUALTIES.

#### HONG KONG.

The American ship Golden State reports experiencing heavy gales on leaving, and afterwards light winds to the Equator, which was crossed in long. 81 W. on Nov. 1st. Had light winds to 80 S., and from Nov. 15th fresh westerly winds. Passed the meridian of the Cape of Good Hope on Nov. 26th, in lat. 43 S., and experienced fresh wind till reaching the Eastern Passage. Lay fifteen days becalmed in the Gilolo Passage, during which time she spoke the following vessels:—The Dutch ship Bilderdyk, from Batavia, to California; Dutch barque Amberwitch, from Batavia, to Amoy; Dutch barque Ida, from Samarang, to Sourabaya; American barque Kate Alleine. Experienced on nearing the China coast light N.E. monsoon, which continued until arrival.

The British barque Grace Peile reports having experienced fine weather on leaving to as far as the line, and crossed in 24 W. on Oct. 1st. Passed the meridian of the Cape of Good Hope, in lat. 39 S., on Oct. 27; came by the Eastern Passage, and experienced on nearing the China Coast N.E. gales and very heavy sea. Spoke Agamemnon, from London, bound to Melbourne on Sept. 6; the British ship Bakamian, and the British barque Anne Buckham, from Iquique, bound to Haverford West, 90 days out, on Sept. 16; British barque Crusader, from Tillichery, bound to Havre, France, 106 days out, on Sept. 17; on Sept. 20 the Taitsing, from Shanghai, bound to London, 96 days out; Oct. 14, the British ship Whittington, from West Coast of Peru; British barque Stevers, from Sunderland to Singapore, 97 days, on Nov. 17; Dec. 13, British barque Brave, of Jersey, from Cardiff, bound to Japan, 104 days out; Dutch barque Theresa, from Cardiff to Chefoo, 108 days out.

#### SINGAPORE.

The Sarawak steamer Royalist brought to this port the chief officer and crew of the British barque Sunshine, Captain Probyn, which vessel was wrecked off the Maratbas entrance to the Sarawak river. The Sunshine was bound from Manila to Singapore, in ballast. Captain Probyn and the third officer remained behind to endeavour to save something from the wreck.

The Dutch steamer Koning Willem III, Captain de Jong, from Batavia 19th inst., arrived here, having in tow the North German ship Etha Rickmers, which vessel had been aground, in the Straits of Sunda, on the voyage from Shanghai to New York. She will go into dock here, and be surveyed in a day or two.

### SHIPPING POSTSCRIPT.

—O—

ARRIVALS NOT IN THE TABLES.—March 5 at Plymouth, from Batavia, Sourabaya Packet; 3, at Brouwershaven, from Batavia, Sumatra; Minister F.v.d. Putten, Anna.

DEPARTURES.—March 3, from Cardiff, for Shanghai, J. Wilbart; 6, from Liverpool, for Colombo, &c. (via Suez Canal), Statesman (str.).

SPOKEN.—Cameilla (f) (Eng. ship), Shanghai to London, Dec. 6, 25 S. 56 E.; Constanza, Bangkok to Falmouth, Dec. 18, 32 S. 30 E.; Burdwan (Eng. ship), London to Hong Kong, Jan. 23, 3 N., 25 W.; a Dutch ship, Amsterdam to Batavia, Jan. 4, 2 N., 24 W.

CASUALTY.—The Eleanor, Norrie, which sailed from London Feb. 28, for Penang, is reported to have shipped her cable in Prince's Channel.

MISCELLANEOUS.—At Suez, Mar. 5, Erl King (str.), from London for Singapore, &c., having passed through the Canal.

### LATEST TELEGRAMS.

#### COLLISION BETWEEN THE "ONEIDA" AND THE "BOMBAY."

(RECEIVED BY THE P. AND O. COMPANY.)

GALLE, FEB. 22.—About fifteen miles from Yokohama, bound in, the Bombay (Peninsular Oriental Company's steamship) came into collision with American corvette Oneida. Latter ship sunk soon after, with loss of about 120 men. The Bombay not much injured.—W. MACAULAY, Supt. P. and O. S. N. Company, Hong Kong.

GALLE, FEB. 22.—The American corvette Oneida, when ran into by the Peninsular and Oriental Steam Navigation Company's steamship Bombay, had on board 176 men, of whom 56 were saved.

The P.O. Company having telegraphed to their superintendent at Bombay for further particulars received the following reply:—

"BOMBAY, 3rd, 4.5 p.m.—Collision between the Bombay and the Oneida occurred 24th of January, about twenty miles from Yokohama, at 7 p.m., quite dark, the Oneida being under all sail and steam, going thirteen knots; the Bombay steaming head to wind, going eight knots. The Bombay ported her helm, shutting in the Oneida's green lights; the Oneida starboarded her helm, crossing the Bombay's bows, rendering collision unavoidable. The Bombay felt the shock so little that Captain Eyre did not think the Oneida could have been much damaged, and continued his voyage on to Yokohama. The Oneida was cut down on the quarter and soon sank, with one hundred and fifteen (115) men. Two of her boats with sixty-one men (61) escaped. Do not know names of officers drowned.

"Saved: Yates, master; Suddard, surgeon; Coningfield, captain's clerk; and fifty-seven (57) sailors and marines. The Bombay not damaged."

(VIA SAN FRANCISCO AND NEW YORK.)

NEW YORK, March 2.

Full particulars have arrived at San Francisco of the loss of the United States corvette Oneida, through a collision with the Peninsular and Oriental steamer Bombay. The latter vessel never stopped after the collision, though the Oneida's guns were instantly fired. Great indignation is manifested against the captain of the Bombay. The Oneida's boat saved fifty-six of the crew. One hundred and twenty perished.

#### CHINA.

(REUTER'S TELEGRAMS, RECEIVED FEB. 28, 1870.)

HONG KONG, FEB. 8.—Grey Shirtings, 6½ catties, 8½ lb., \$2.82½; firm. Cotton yarn, 16-24, \$1.25; more business doing. Tea, quiet; total export China and Japan, 183,000,000 lbs. Exchange on London, Bank bills, six months sight, 4s. 5½d.

Latest London date January 16.

SHANGHAI, FEB. 8.—Grey Shirtings, 6½ catties, 8½ lb., 2.25 taels, quiet. Cotton: Shanghai, 11 taels. Tea, unchanged. Silk, firm, but less active; No. 3 Taitlee, 5.50 taels. Settlements since last mail, 800 bales. Total export (China and Japan), 48,000 bales. Exchange on London, Bank bills, six months' sight, 6s. 0½d. Freight: Tea, £2.

#### JAVA.

BATAVIA, FEB. 8.—Coffee nominal; Sugar, No. 14, f.16½; Rice, 1st quality, f.165 to f.170; 2nd quality, f.130 to f.140; Gummi Elastic, 100f. to f.105; Arrack, f.100; Freight to Holland, f.60; Change on Holland, f.102 to f.102½; Manufacturers somewhat firmer, in price. Arrivals: Friesland, Jacobs Helena. Departures: Goede Verwachting, Isabella Johanna, Kosmopoliet, Landbouw.

BATAVIA, FEB. 8.—(Point de Galle, Feb. 22), Sugar, No. 14, f.15; Rice, 1st quality, f.155 to f.170; 2nd quality, f.125 to f.145; Arrack, f.90; Freight to Holland, f.60 to f.65; Change on Holland, f.101.75 to 102.75.

### BIRTHS, MARRIAGES, AND DEATHS.

#### BIRTHS.

ANDERSON.—On the 23rd Feb., at Ettrick Bank, Roxburghshire, the wife of Graham Anderson, Esq., of a daughter.

HEID.—On the 15th Feb., at the Hotel, Beau Rivage, Onchy, Switzerland, Mrs. P. von der Heyde, of Singapore, of a daughter.

LOUREIRO.—On the 22nd Dec., 1869, at Nagasaki, Japan, the wife of Pedro Loureiro Esq., Shanghai, of a son.

PARKER.—On the 24th Jan., at Hong Kong, the wife of Mr. James Parker, of the Hong Kong and China Gas Company, of a son.

WALSH.—On the 13th Jan., at 23, Queen's road, Hong Kong, the wife of William J. Walsh, of a daughter.

TITZEL.—On the 7th Jan., at Shanghai, Mrs. E. Titzel, of a daughter.

SETH.—On the 29th Jan., at Singapore, the wife of Mr. P. J. Seth, of a son.

COLLINS.—On 23rd Dec., at Tientsin, the wife of G. W. Collins (of Taku), of a daughter.

#### MARRIAGES.

ELLIOTT—SMITH.—On the 23rd Feb., at St. Patrick's, Waterford, by the Rev. J. Bamforth, assisted by the Rev. W. Godfrey B.A., Edward Elliott, Esq., Ceylon Civil Service, and eldest son of the late Mr. Elliott, to Mary Emily, only child of the late W. Burke Smith, Esq., of Calcutta.

KIRK—DUBOIS.—On the 19th Jan., at St. John's Cathedral, by the Ven. Archdeacon Gray, M.A., assisted by the Rev. Canon Beach, M.A., the Hon. William

**KEARWICK** M.L.C. of Hong Kong, and of Beech Grove, Dumfriesshire, Scotland, to Amélie Sophie, only daughter of the late Jean H. Dubeux, Esq., of Paris.

**PATERSON**—**STARKEY**.—On the 24th Feb., at Wrenbury, Cheshire, by the Rev. Arthur Starkey, vicar of Bygrave, Herta, uncle of the bride, John Paterson, Esq., Agency, China, to Alice, second daughter of Major Starkey, of Wrenbury Hall, Nantwich.

**REES**—**BLITHMAN**.—On the 24th Feb., at the parish church of Wath, Yorkshire, by the Rev. A. Blithman, rector of Sherrington, Oxfordshire, assisted by the Rev. R. H. Byrnes, vicar of St. Michael's, Coventry, and the Rev. H. Partington, vicar of the parish, the Rev. Frederick Augustus, second son of the late Leopold Rees, Esq., of Broom House, Eccles, Manchester, to Edith Susan, third daughter of Robert Otter Blithman, Esq., of Swin on, Yorkshire.

**EDWARDS**—**CLOW**.—On the 1st March, at Trinity Church, Marylebone, by the Rev. Henry Harris, vicar of Horbling, Lincolnshire, James Lyon Edwards, Esq., of 83, Great Tower-street, and 7, the Avenue, Belisle Park, Hampstead, to Katherine Mary Clow, second daughter of Leonard Clow, Esq., of 9, Fitzroy-street, Fitzroy-square, W.

## DEATHS.

**HAMILTON**.—On the 2nd Jan., at Bangkok, W. H. Hamilton, of Buffalo, N. Y., aged 36 years.

**KEATINGE**.—On the 23rd Feb., at Baywater, Thomas Keating, Esq., of 79, St. Paul's-churchyard, in his 85th year.

**TURING**.—On the 21st Feb., at Cambridge, Jane Stuart Turing, widow of the late John R. Turing, Esq., formerly of Batavia.

**TILLSON**.—On the 28th Feb., at his residence, Haydon Hill, Bushey, Herts, and late of Manila, Philippine Islands, Frederick Tillson, Esq., aged 48 years, deeply lamented by all his friends.

**THOMPSON**.—On the 20th Dec., at Hankow, Frederick William Thompson, a native of Leroy, N. Y., U. S. A.

## NAVAL AND MILITARY.

## THE NAVY ESTIMATES.

The total of the Navy Estimates for the year 1870-71 is £9,250,530, the least that any Government has required for years past. For the year 1869-70 it was £9,996,641, and for 1868-9 it was nearly eleven millions, besides nearly three millions for the Abyssinian War. From the £9,250,530 of the present year we have to abate an estimated amount of extra receipts and repayments of £440,000 and the amount to be contributed by the Indian Government on account of the expense of the fleet on the Indian station is £70,000. These two together amount to £510,000, which, deducted from the total we have mentioned, leaves a net amount of £8,740,530. The net amount for last year was £9,530,862. Amongst the items of reduction are £5,974 in the scientific branch; 300,897 on steam machinery; and £207,652 on dock and naval yards at home and abroad. The decrease in the number of seamen is 2,000.

In those estimates which refer especially to China, Japan, and Singapore a considerable reduction has been made, but of the exact extent to which this has been effected it is difficult to judge, as many charges formerly merged into the estimates for foreign naval stations generally now appear among the specific sums to be voted for the various stations thus showing an apparent increase where there has in reality been a reduction. This is especially the case with the estimate for the Hong Kong Naval Yard, for which a sum of £21,400 will be required as against £17,547 last year; for the victualling yard at the same station the estimate is the same as last year's, £964, but in the maintenance of the Melville hospital ship there is again an apparent increase, the figures being £3,738 against £3,679. The Shanghai Naval establishment appears in the estimates for the first time, being set down at £1,651. The expenses for "new works, buildings, machinery, and repairs" are estimated as follows:—Singapore, £100; Hong Kong, £400; Shanghai, £200, and under the same heading appears a sum of £5,150 for the permanent of hospital at Yokohama, which will leave £2,800 to complete the building. For maintaining the existing medical establishment at that station a vote of £1,130 will be required. Among the miscellaneous estimates we find grants of pensions to the following officers for services rendered in China:—£300 to Vice-Admiral Sir L. T. Jones, K.C.B.; £150 to Captain Sherard Osborn, C.B.; £150 to Captain J. M. Hayes, C.B.; £150 to Captain M. S. Nollet, and £100 each to Sir David Deas and Dr. Burn, Inspectors General of Hospitals. An estimate is likewise set down of £2,500 for "rewards for services against pirates," which is to be distributed to commanders, officers, and crews of Her Majesty's gunboats—Haughty, for services rendered on 8th May, 1865; Janna, 18th July, 1867; Bouncer and Leven, between 20th July and 16th August, 1867; Haughty and Opossum, between 28th August and 2nd September, 1868; and Bouncer, between 12th and 18th June, 1869.

The following war vessels have been offered at Lloyds:—Fortitude, bought in for £2,050; Philomel, £1,600; Mutine, £8,000; Assurance, £3,500; Hyæna, £1,250; Algiers, £12,000; Caesar, £10,000. The Penguin, for £1,750, was the only sale.

## STRAITS SETTLEMENTS ASSOCIATION.

A general meeting was held on the 18th inst., and was numerously attended. The petition received from Singapore in favour of the Independence of the Judges was read, and adopted by the Association. It was ordered to be printed and circulated previous to its presentation to Parliament. Article No. 2 of the proposed new China Treaty, which allows the appointment of a Chinese Consul in any British possession, was considered, and resolutions condemnatory of it were ordered to be drawn up. The following resolutions were approved at a special meeting on the 22nd:—

1st. It is well known that officials of the Chinese Government act under a system, which, if it does not tolerate, is certainly attended with the practice of extortion and the most flagrant abuse of authority.

2nd. The Chinese system and usage unfortunately admits of such malpractices being carried out, not only against the individual, but upon his family and connections resident in China; and the threats of a Consular officer in this direction would seldom fail of effect, and make his office a source of anxiety and dread to all within the reach of his authority.

3rd. The number of Chinese in the Straits who are British Subjects

is large and steadily on the increase, and it would be a manifest injustice to allow of such undue influence being exerted over them, as might be exercised in the way described.

4th. The Chinese inhabitants of the Straits Settlements are fully alive to the advantages they enjoy under the British Government, and the Association believe that they would deprecate the appointment of a Chinese Consul, on the grounds that it would materially interfere with their personal security and social comfort.

## THE AMERICAN TREATY WITH CHINA.

President Grant issued a proclamation on Feb. 6, announcing the ratification of the Treaty concluded by Mr. Burlingame in July, 1868. On this subject the *New York Times* says:—

The President's proclamation, officially publishing the addition to the Chinese treaty, is certainly *pro tanto* a certificate of Mr. Burlingame's treaty-making authority—a matter which has excited so much controversy. In this document Mr. Burlingame is named as Envoy Extraordinary and Minister Plenipotentiary, and it is announced by President Grant that its articles have been "duly ratified on both parts, and the respective ratifications exchanged." It is evident, therefore, that this diplomatic action has been submitted to the Emperor of China, and has received his approval. When, however, we come to the Treaty itself, its importance hardly justifies, perhaps, the discussion to which it has given rise. Its purport has long been known, and the official copy discloses that no material new concessions are made by China. So far as privileges are accorded or explanations given, they come mainly from us. Perhaps something is gained in the very mention of China and the United States on equal terms, as modern nations, and in the very discussion of "constructing railroads, telegraphs or other material internal improvements" in China. It is to be noted, however, that the Emperor "reserves to himself the right to decide the time and manner and circumstances of introducing such improvements within his dominions," which is not what a certain class of our diplomatists desire. On the other hand, it is provided that "Chinese subjects visiting or residing in the United States shall enjoy the same privileges, immunities and exemptions in respect to travel or residence as may there be enjoyed by the citizens or subjects of the most favoured nation." With this provision, it is clear that legislation is called for to protect the Chinese on the Pacific from the annoyances to which they are subjected.

## CAPTAIN SPRY'S ROUTE TO CHINA.

At a meeting held on the 24th of February the Associated Chambers of Commerce of the United Kingdom, after a discussion, in which the representatives of the Leeds, Birmingham, Huddersfield, Dewsbury, and other Chambers took part, unanimously voted the following resolution on Captain Spry's project for opening up trade with the West of China and intermediate Shan States of Burmah, by the direct land route from Rangoon to Kiang-Hung:—"That this association, being anxious that no opportunity should be lost of facilitating the extension of British commerce, and believing that the vast provinces of Western and Central China present an important field for commercial enterprise, memorialise the Secretary of State for India in favour of the completion of the survey of the route from Rangoon to Kiang-Hung, on the Upper Cambogia River, proposed by Captain Spry, that route being, in the opinion of this association, the most direct and practicable, and the least likely to lead to political complications of the many which have been suggested."

The following letter appeared in the *Pall Mall Gazette* of March 3rd:—Sir,—I observe that at a meeting of the Associated Chambers of Commerce, held a few days ago, it was resolved to address the Secretary of State for India on the subject of prosecuting the survey of Captain Spry's route from Rangoon to Kiang-Hung. Being conversant with what has been said in India regarding the advantages to be gained by supporting Captain Spry's suggestions, and the encouragement which has been accorded in England to that gentleman's propositions, I do think that the Associated Chambers of Commerce would be in a better position to memorialise the Secretary of State on the subject if they possessed Major Sladen's official report on the desirability of opening the "old" trade route to the western districts of China.

Major Sladen was accompanied by engineers, and no doubt the communications which were made to the Indian Government by them will in course of time be published in England, and thus give the British public an opportunity of considering the practicability of reopening the "old" route, or lending its support to the formation of a railway in accordance with Captain Spry's ideas.

Major Sladen's report has been commented upon by Indian journals, and I cannot understand why it has not been circulated in England. The questions involved are of the greatest magnitude when calmly considered, and, as a true well-wisher of British Burmah, that richest province of our Eastern Empire, I do trust that the public of England may be afforded the fullest information on such an important subject.—I am, Sir, yours obediently,  
NOMAD.

ANOTHER sharp shock of earthquake was experienced in San Francisco on the 18th ult., about noon, but no lives were lost. A general desertion of the houses followed the first indication, and almost before it was over the streets were thronged by the panic-stricken people. The midday recess in the public schools had not ended, but no serious panics occurred. The effect on the buildings was to widen the cracks produced by the shock of last year.

**BREAKFAST.**—**EPPE'S COCOA.**—**GRATEFUL AND COMFORTING.**—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Eppe has attained by his homoeopathic preparation of cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa Mr. Eppe has provided our breakfast tables with a deliciously flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold only in tin-lined packets labelled—**JAMES EPPE & CO., Homoeopathic Chemists, London.**

## SPURIOUS TEA.

We observe with satisfaction that on Friday next Mr. Stapleton, M.P., will ask the Secretary for the Board of Trade whether his attention has been called to the importation from China of large quantities of impure tea. Public notice has been again attracted to the subject by a paragraph in *The Times*, which with singular propriety came under the heading of "Commission of Sewers;" and verily the sewer is the only fit receptacle for the wretched stuff, which has already been described in our columns under the title of "Maloo Mixture." The exporters of this rubbish from Shanghai have inflicted an injury on the trade which cannot easily be atoned for. The following is the report, in which it will be seen that Dr. Letheby quotes *verbatim* the extract from a correspondent's letter which first appeared in our issue of Feb. 7:—

Dr. Letheby, the medical officer of health, presented a most important report on the sale of spurious tea in the City. He stated that, in consequence of information which he had received, he visited the bonded tea warehouses in Cooper's-row, Crutchedfriars, and at Nicholson's Wharf, Lower Thames-street, where a large quantity of the tea in question was stored, and he had obtained samples from the chests in bond. The tea was described as "fine Moning Congou," from Shanghai, and he had ascertained from analysis that it consists of the re-dried leaves of exhausted tea. The leaves, in fact, are for the most part quite rotten from putrefactive decomposition, and do not contain more than a trace of the active principle of tea. The odour of them is very offensive, and when infused in boiling water they produce a nauseous, unwholesome liquid. He had been informed that many thousands of pounds of the article had been imported to this country, and that it would be used for the adulteration of genuine tea. It was, in his opinion, quite unfit for human consumption, and the further sale of it should be prevented, if possible. The sale of it in the City was referred to in the trade report of *The Times* of the 16th of February, thus:—"A chop of very common spurious Shanghai-packed tea brought 5½d. per lb., and three breaks of better quality 7¾d. per lb.;" and in Messrs. Townsend Brothers and Bove's Monthly Tea Market Report it was stated that the large deficiency in the total imports of serviceable tea this season was only "brought near our requirements by about 7,000,000 lbs. of the spurious, stinking matter recently sold at public sale at 5½d., and which is likely to recede to the value of former years—say 1½d. or 2½d. per lb. There was no doubt of the spurious and unwholesome quality of the material, and Dr. Letheby recommended that the subject should be placed in the hands of the Solicitor, with the view of stopping the further sale of the article in the City, in accordance with the provisions of the Act of Parliament for preventing the adulteration of articles of food and drink—23 and 24 Victoria, cap. 84.

This recommendation met with the general approval of the Commissioners, and the matter was placed in the hands of the Solicitor (Mr. Under-Sheriff Baylis), to be dealt with as might appear advisable in the public interest.

The following comments on the subject are from the *Produce Markets Review*:—

Some few weeks ago we drew attention to the large shipments which had been forwarded to this country of an extremely low article, which was to be passed off as tea—that is, unless it were condemned by the Excise officers, as many expected it would be. Several chops of this spurious article have lately been sold in the Mincing-lane Sale-rooms, and we understand that some millions of pounds more have to arrive. A correspondent describes this rubbish as the re-dried leaves of tea that have already been used in the native tea-shops. We are glad to notice that Messrs. Lloyd, Matheson and Co. fully endorse our opinions on this subject. We say emphatically that such rubbish ought never to be sold as tea; it must certainly bring the trade into disrepute, and any retail dealer who sells it to the public runs a risk which he will do well to bear in mind.

## THE SUEZ CANAL.

The Suez Canal, it is stated, has now a uniform depth of nineteen feet, and an outlay of £800,000 will make it navigable for vessels of the heaviest draught. Steamers are now leaving almost daily for the ports of India, China, and Japan, at freights of £3 to £4 per ton. The steamer *Brasilian*, from Bombay, has passed through the Canal on her return voyage, with one of the largest cargoes ever shipped at that port in one bottom, viz., 13,000 bales of cotton and 2,500 bales of wool. The *Erl King* from London to Hong Kong, with a general cargo, reached Suez through the Canal on the 5th instant; her draught on leaving here was 20 feet. The Messageries Imperiales steamer *Hooghly*, with the next homeward French mails, is also coming through. From Aden we hear of the arrival of the steamer *Shantung*, from Glasgow for Shanghai, after an excellent run of 23 days, including the passage through the Canal, which occupied 44 hours.

A conference on the prospects of the Canal was held last week at the Society of Arts, Sir Bartle Frere in the chair. Captain Sherard Osborn, Sir T. Bazley, and Sir Frederick Arrow, Deputy-Master of the Trinity House, were among those present, and the general opinion was strongly in favour of the Canal being ultimately a success. Capt. Richards, R.N., who was recently sent to survey the Canal, and Colonel Clarke, R.E., who accompanied him, have fulfilled their mission, and returned to this

country; their report to the Admiralty, it was said, would be "confidential;" but Mr. Childers stated the other night in the House of Commons that it would be published as soon as it could be got ready. A letter has appeared in the *Standard*, signed "F.R.G.S.," containing some interesting and thoroughly practical remarks on the condition and utility of the Canal, from which we extract the following:—

The Canal has repeatedly been designated "a highway of nations," but at present it is certainly no more than a by-path, and may be aptly compared to a single line of railway. There is no doubt that a steamship drawing eighteen or nineteen feet can pass through, but she must not only have her way clear, she must also steer as straight as an arrow, or she will inevitably get fast on the banks—a casualty which befall every vessel which I had the opportunity of observing.

Should two vessels of the draught of eighteen or nineteen feet attempt to pass each other, except at one of the wider sections of the Canal, the channel would of course be blocked up until they could be extricated, but the uncertainty attending the time of any two ships reaching one of these sidings appears to me likely to increase delay in the passage. My own estimate of the time requisite for passing through is three to four days for each ship, and I hear that the *India* has taken five days.

These results furnish little evidence as to the facilities for the free and expeditious passage of a number of vessels to and from the East, which alone can entitle the Canal to rank as an actual success. Unless this object can be effected by means of the block system (possessing far less certainty in the case of a canal than on a railway), it can only be done by doubling the width of deep water in the Canal, and of this I saw no signs; in fact, there seems a downright lifelessness about the whole affair at present; both money and impulse seem exhausted; while at the same time there are agencies at work which will certainly diminish the capabilities of the Canal if not actively counteracted. I cannot pretend to divine what motives may influence the Khedive or the Canal Company to move, but until they do the Canal is certainly a "limited" success.

## THE DEATH OF MR. BURLINGAME.

The following, from a St. Petersburg correspondent, is, we believe, the most circumstantial account of Mr. Burlingame's death that has yet appeared:—

Mr. Burlingame, the head of the Chinese Mission to Europe, died here, after a very short illness. He caught cold during the severe weather prevailing in Russia on his arrival about a fortnight before his death; and, absorbed in the duties and cares of the great Mission into which he had thrown all the energies of his mind, he paid no attention to his slight indisposition until it had entirely mastered his vigorous nature. On Wednesday, the 16th ult., he had his solemn audience of the Emperor, who was pleased to respond in the most sympathetic language to Mr. Burlingame's able address. Buoyed up by the more than ordinary encouragement which he had received in a country whose friendly disposition was of the utmost importance to China, Mr. Burlingame thought nothing of his cold, and considered it his duty to take the members of his Mission the next day to the Hermitage, at the invitation of the Emperor, and to make his official call on Sir Andrew Buchanan, the British Ambassador, with whom he was to have dined the following day. On returning to his hotel, however, he was compelled to take to his bed, and to call in the services of Dr. Carrick, physician to the British Embassy, who at once pronounced him to be suffering from severe congestion of the left lung, aggravated by an inflammation of the liver. The most energetic remedies were at once applied to check the disease, which, however, continued to make such rapid progress that two other medical men of eminence were called in. The Emperor also sent his own physician, but all was unavailing. His sufferings became very great, and during the five days that preceded his death he was obliged to remain in a sitting posture. Yesterday—the anniversary of Washington's birthday—when he was to have dined with his Excellency Governor Curtin, the American Minister, the bulletin of his health became less favourable, for the right lung had likewise become somewhat affected. The hope, however, was not abandoned that his strong constitution would triumph over the malady that finally proved fatal to him at half past seven this morning. His bodily sufferings appeared to be much aggravated by his mental anxiety and distress respecting the completion of his mission. He spoke of it incessantly to Mrs. Burlingame and his son, and continually asked whether intelligence had been received from Mr. Brown. Two or three days before his death he spoke to his son of the probability of his being cut off, and of the pain which the thought of his mission remaining uncompleted gave him; and on Tuesday, when he must have felt his end approaching, he warmly pressed the hand of his secretary, and said, "Good bye, Deschamps."

**SILKWORMS' EGGS AND COCOONS.**—The importance of the trade of France in the eggs and cocoons of the silkworm is shown by the following figures:—In 1869 the total value of eggs imported for home use was 11,956,000*fr.*, received as follows: From Japan, 9,436,000*fr.*; Egypt, 1,232,000*fr.*; China, 560,000*fr.*. The total value of cocoons was 39,366,195*fr.*. From Turkey, 19,505,400*fr.*; Italy, 5,851,620*fr.*; United Kingdom, 2,286,650*fr.*; China, 1,647,490*fr.*; Greece, 1,242,505*fr.*. The total export of eggs of French produce was 3,378,700*fr.*; being chiefly to Italy, 3,183,351*fr.*; of cocoons it was 8,306,781*fr.*, as follows:—To Italy, 2,667,333*fr.*; to Switzerland, 5,321,867*fr.*. The comparative import of eggs was for 1867, 11,325,000*fr.*; 1868, 29,751,000*fr.*; 1869, 11,956,000*fr.*. Of cocoons for 1867, 27,930,786*fr.*; 1868, 43,879,668*fr.*; 1869, 39,366,195*fr.*. The whole import and export trade may be taken in our money for 1867 at £2,069,620; 1868, at £3,331,127; 1869, at £3,520,300.



## NOTICE TO SUBSCRIBERS, CORRESPONDENTS, &amp;c.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be accompanied by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST, and reference can be made to the same by personal application at the Office or by letter.

Any Information required by Subscribers, in reference to Commercial or general matters in CHINA, JAPAN, SINGAPORE, and other parts of the FAR EAST, will be supplied on application at the Office, where files may be seen of the Journals published in those Countries.

The "LONDON AND CHINA TELEGRAPH" is published on the arrival of the fortnightly English mail, and the monthly French mail. Subscription, 30s. per annum; with Export Supplement, £2 2s.

The "LONDON AND CHINA EXPRESS" is published on the day of departure of the mails, and contains a Summary of English, Continental, and American, News-Commercial and Shipping Reports, &c. Subscription, 54s. per annum; with Export Supplement, 66s.

JAMES WEST, PUBLISHER,  
2, COWPER'S-COURT, CORNHILL, LONDON.

## The London & China Telegraph.

LONDON: MONDAY, MARCH 7, 1870.

### THE DEPUTATION TO LORD CLARENDON.

It will be seen from our report in another column that the Secretary of State for Foreign Affairs was astonished at the formidable dimensions and influential character of the deputation that waited upon him to explain the objections of the merchants in this country to Sir R. ALCOCK's new China Convention. Thirty-four members of Parliament, several City magnates, and a number of influential merchants and manufacturers—in all upwards of ninety—represented the general feeling entertained in the City that the Convention is, from beginning to end, a mistake, and that our commercial interests in China would be worse off under this new arrangement than if the Treaty of Tientsin had remained unaltered. The larger portion of Lord CLARENDON's reply was embodied in a written document that had been prepared in anticipation of the interview; it is throughout weak and illogical, but that is of little consequence, as we shall presently show.

At the outset, his Lordship candidly owned that he had not been prepared for so powerful an opposition, so unqualified a condemnation of the Convention; and this was an avowal of no slight significance. He then proceeded to defend Sir R. ALCOCK from the charge of having acted on slight or insufficient information. That is a charge which, as far as we know, has never been brought against Sir RUTHERFORD. So far from having acted on "slight and insufficient information," he asked for information and invited expressions of opinion from all quarters. His overtures were freely responded to, and the source of complaint is that he has made no profitable use of the mass of facts and opinions placed at his disposal. Lord CLARENDON next undertook to defend Mr. HART from the imputation of having had anything to do with the revision "in a sense hostile to English interests." He acknowledged, however, that Sir RUTHERFORD ALCOCK no doubt had received "information" from Mr. HART. Passing to the general question of the commercial relations between the two countries, his Lordship observed that concessions should be mutual, and in a rather obscure passage he implied that in the past we had made no such concessions to China. The recent reduction for instance in our import duty on tea conferred no benefit on the Chinese, and from this his Lordship seemed to infer that the increased export duty on silk would inflict no injury on us. This is by no means a logical conclusion. Our trade at the Chinese ports, both import and export, is carried on with English capital, by English merchants or their agents, on the spot; therefore any increase or decrease in the duties levied at those ports directly affects English interests. On this side the conditions are reversed; there are no Treaty ports in England to which Chinese vessels bring cargoes of produce, neither have Chinese merchants any settlements here to live and trade in. Owing to this peculiar feature in the trade both the export duties levied in China and the import duties here fall on the English capitalist. The Foreign Secretary brought his preliminary remarks to a close with an assurance that the interests of the Government were identical with those of the merchants, and that he was glad to be enlightened by an exposition of their views.

The written document which Lord CLARENDON then proceeded to read to the deputation commences by pointing out that there are "two sides" to the question, and that "Her Majesty's Government hold very different opinions" to those of the merchants. Taking this declaration in conjunction with the utterances that immediately preceded it, we are given to understand, firstly, that the interests of the Government and the merchants are identical; and secondly, that each party takes a precisely opposite view of what is good for those interests. It is obvious that both these views cannot be right; and if it is the merchants who are in the wrong, we are driven to the inference that the ninety members of Parliament and merchants who composed the deputation represent a body of men inconceivably ignorant and blind to their own interests, a conclusion we decidedly decline to accept. With this not very flattering opening, the Foreign-office reply proceeds to deal with the "re-adjustment" of the silk duty. The proposed increase, we are told, is only right and proper—the duty ought to be five per cent., and has hitherto been much less. Just so; but Lord CLARENDON, like Sir R. ALCOCK, omits to explain why if a five per cent. *ad valorem* duty is the true basis of the tariff, tea is still to continue paying more than twice five per cent. Then we come to the transit-duty question, and here the disagreement between the views of the merchants and those of the Government is exhibited in a very strong light. The merchants have always been under the impression that the extra duty of 2½ per cent. which under Lord ELGIN's treaty is payable on English imports sent into the interior under transit passes, was intended as a commutation of the inland taxes or *Lekim* and all arbitrary "squeezes." It was, we are sure, intended by Lord ELGIN that this payment should cover all inland taxation, and were the payment to be made compulsory, as proposed by the terms of the new Convention, the merchants would naturally look for compensation in an entire immunity from such squeezes for the future. But the Board of Trade, which department we suspect has had more to do with this part of the reply than the Foreign-office, has discovered an entirely new reading of this clause, according to which the payment of 2½ per cent. was never intended to stand in lieu of inland taxation at all, but only represented such *extra* squeezes as the Chinese authorities might be pleased to impose specially on British merchandise! In other words, the payment of transit duty only places English on the same footing as Chinese goods; neither as regards imports nor exports (Lord CLARENDON says) can it be *legally* contended that there is anything to prevent the Chinese from charging on English goods whatever general municipal taxes are leviable on Chinese goods, either at the port or in the interior. If this is really the legal interpretation of the Treaty, so much the worse for us; but we cannot admire the avidity with which Her Majesty's Government seize on a legal quibble for the benefit of the Chinese, and to the discomfort of our own merchants. The error of Lord CLARENDON's allusion to "general municipal taxes" is transparent. Of course we have no right and no desire to attempt any unwarrantable interference with the internal administration of the Empire; but it requires an extraordinary stretch of the imagination to regard the squeezes levied by local mandarins to line their own pockets as legal municipal taxes, such as the *octroi* or town dues of European states. In this and all other respects Lord CLARENDON persists in comparing China with France, Austria, or any European nation with whom we have commercial treaties—a fallacy which of course receives the support of the radical press, and (to our surprise) even *The Times* continues to argue that China has now become a member of the family of nations, and must be in all respects treated as such. Unfortunately, she does not "behave as such," neither do her rulers show any disposition to treat England as a civilised nation, according to their own idea of civilisation. On the contrary, even to this day the official classes persist in regarding us as "outer barbarians" and lose no opportunity of manifesting their contempt. This fact (and that it is a fact the treatment received by the Duke of EDINBURGH at Peking, and more recently by Sir R. ALCOCK at Nanking, is ample proof) is steadily ignored by our Government. We may here remark—for the hundredth time perhaps, but it cannot be too frequently enforced—that with the Chinese people generally we have no quarrel. It is the official classes, the "Mandarins," who foster and stimulate a hatred of foreigners. There are none so blind as those who



will not see. The real facts of this transit duty question (as Mr. BOWER pointed out) that for the last ten years English merchants have been the victims of extortion; that the Chinese now offer, in consideration of a handsome bonus, to cease robbing them; but no security is given that (when the bonus is paid) their sudden conversion to honesty will endure. The merchants, on their side, are willing to pay all fair and legal taxes on their goods—but object to paying them twice over. This the Foreign-office does not seem quite able to understand. “According to the construction,” says Lord CLARENDON, “which Her Majesty’s Government place upon the terms of the previous treaties, no change whatever will take place in the legal liabilities of British goods in transit in the non-treaty provinces, except that they will, in all cases, be charged with the  $2\frac{1}{2}$  per cent. transit duty upon importation as well as with the import duty of 5 per cent.” Only  $2\frac{1}{2}$  per cent. extra duty, without any guarantee for corresponding benefits! Altogether, the Ministerial explanation of the effects of the new Convention, so far from being in any degree satisfactory, makes the matter worse than ever.

As we have already observed, this is not of very great importance, for Lord CLARENDON supplemented his formal reply with some words that give good ground for believing that the proposed Convention will not be ratified. His honest expression of surprise at the importance of the deputation, which of course was not lessened by the fact of its including a number of members of Parliament, mostly staunch supporters of the Government; his willing promise to reconsider the matter from the new point of view now presented to him; and his assurance that there was no intention to hurry the exchange of ratifications—all these circumstances tend to allay the serious apprehensions that the terms of the written reply is calculated to excite. A good deal of stress, too, is laid on the fact that even should the objectionable document be ratified it will not be irrevocable, and need not necessarily endure even for ten years; but this is a very negative sort of recommendation. The fact appears to be that Sir R. ALCOCK, having been strictly enjoined to abstain from even hinting at any “pressure,” has made but a poor treaty, and the Government is trying to make the best of a bad bargain. But, in the name of common sense, why did Sir RUTHERFORD, when he found a beneficial treaty impossible, make any at all? And why should the Government be desirous to put in force a treaty the failure of which is so far a foregone conclusion that they proclaim, as its greatest recommendation, that it can be “revised” at any moment? It is avowedly an experiment, and obviously a dangerous one; why should it be tried at the sole expense of English mercantile interests?

#### “THE TIMES” ON BRITISH POLICY IN CHINA.

Those simple-minded, unsophisticated people who still pin their faith on *The Times*—and they are not a few—must sometimes find their trust in their “guide, philosopher and friend” rudely shaken by the sudden changes of opinion that its columns present. *The Times*, of course, never had any pretence to immovable constancy, but surely some degree of consistency is needful to the dignity of a first-class journal. Of late, however, *The Times* has treated a good many subjects with an entire defiance of both consistency and common sense, and of this the manner in which it deals with the question of our relations with China is an example. We can all remember the time when the leading journal approved of the measures taken by an energetic Government to bring the Chinese to reason, and compel them to respect their treaty obligations; and when those engaged in administering the punishment they had brought on themselves by bad faith and treachery were patted on the back by *The Times*. A little later, a GLADSTONE and a BRIGHT come into power, and lo! round goes *The Times*, like a weathercock on a gusty March day, and now we are told that the attitude and the policy which a little while ago were praiseworthy, and fitted to the dignity of a great nation, have suddenly become unjust, oppressive, and sinful! But this is not all; yet a little later, and we find this versatile journal blowing hot and cold almost with the same breath—one day giving a leading article praising the Chinese Government for its enlightened progressive spirit, flattering Mr. BURLINGAME, upholding Lord CLARENDON’s policy, and reviling

merchants, missionaries, and all who do not admit the said policy to be the perfection of human reason; the next day inserting a letter from “Our Own Correspondent” enforcing views exactly the opposite of these! The motto *audi alteram partem* involves a principle which should never be overlooked, and we quite recognise the fact that no respectable journal refuses a hearing to the advocates on both sides of any disputed question; but an independent correspondent and “Our Own Correspondent” are two very different persons; the latter is always supposed to inculcate views in accordance with those supported by the journal he writes for, and therefore the disagreement we have here referred to involves a most absurd inconsistency. On the first of January, however, we had some reason to believe that the wind had again changed and settled in a more favourable quarter, for in its usual lengthy review of the events of the past year *The Times* devoted some space to China affairs, wherein the opinions of its Shanghai correspondent were fully endorsed. But this was only a momentary vacillation; since then there have been other articles expressive of entire satisfaction with Sir RUTHERFORD ALCOCK’s most unsatisfactory Convention, and this week there appears a letter (this time from “A Peking Correspondent”) full of misrepresentations as to the real aspect of affairs in China, and of unmerited aspersions on the China merchants and missionaries. In August last *The Times* published a letter from one of its China correspondents, reviling the missionaries in terms so gross as to be an outrage on common decency. The same writer—or one of the same school—has now taken up his pen to attack mercantile interests.

The letter commences by setting forth the “vast changes” that have been at work in China during the last four years. In the first place, we are told “Peace and plenty are returning to a population which has not known those blessings for half a century.” This is so far true; but why has not the writer the honesty to explain the reason? The TAE-FING rebellion filled the land with bloodshed, rapine, famine; by this time it would have entirely subverted the Tartar Dynasty, but by the timely help of Great Britain it was subdued, and the hand of the Imperial Government so strengthened that subsequent minor attempts at insurrection have been suppressed, and order ultimately re-established throughout the Empire. This material aid rendered by England to China, at a time when the fate of the Empire trembled in the balance, and the base treachery and ingratitude with which it has been requited, are circumstances that our philo Chinese writers find it convenient to ignore altogether. The next great change, we are told, is seen in the fact that the enormous foreign trade of China is altogether “lapsing into the hands of the native merchant.” How is this exemplified? “A Chinese guild at Shanghai has already established its own agency in London, and a Chinaman has made his appearance in Mincing-lane, who may be accepted as the forerunner of the long-tailed ‘race in the City’ (one cannot resist the passing thought that the writer must be very familiar also with a certain long-eared race), ‘to the utter discomfiture of foreign merchants in China.’” Already the cloven foot peeps forth—in his very first paragraph the writer manifests that supreme contempt for trade which is too often characteristic of the official mind, and he glories in the anticipated ruin of British trade with China. With a sneer at the “disinterested” way in which foreigners in China are proposing to regenerate the country by introducing railways and telegraphs, our Peking correspondent passes to “that harbinger of strife, the missionary element,” which, he says, would, if unchecked, “soon restore China to that internal chaos from which she has been steadily emerging for the last four years.” These misguided preachers, it seems, are responsible for the Taiping rebellion, the Nien-fei revolt, brigandage, famine, and all the internal troubles from which China suffered until that universal panacea, the BURLINGAME mission, was invented! But we soon go back again to the merchants:—

The opening up of the country is their cry; “progress” is their motto; war is their object. Trade is slack at present. It is necessary to live, and, Micawber-like, they hope for something to turn up in the general disruption it would infallibly produce. Nor is it wholly impossible that an Abyssinian expenditure in China might be to their advantage, while, at the same time, it is evident they would not have to contribute to it. House-rent would go up, old steamers be chartered, and older stores find a ready market; and the Chinaman would be treated like the dog they think him to be for presuming to imagine that his own country belongs to him.

"War is their object." Do not the Chambers of Commerce, the local papers, and all writers who represent the feelings and wishes of the merchants, deprecate the China policy of our present Government on the express ground that by encouraging the Chinese in a course of arrogance and bad faith it is likely to lead to war? Granted, there is a "rowdy" element in China, which, having all to gain and nothing to lose, would welcome war there, or anywhere else; but it is a malicious and wholly unfounded aspersion on our merchants thus wilfully to confound them with this class. Happily, says our writer, these wicked desires have been frustrated by Mr. BURLINGAME'S beneficent influence, and

Our Minister, Sir Rutherford Alcock, has been enabled to conclude a Convention in which the mutual interest of the English manufacturer and the Chinese consumer have been equally considered; and the only real ground of complaint we had against the Chinese Government has been removed, viz., the irregularity with which the transit duty clauses of the Treaty of Tientsin were carried into effect.

"The only real ground of complaint!" Well, we *had* fancied there were a few others; but it would be some satisfaction could we feel sure that this one really "had been removed." We have however already discussed this point, and shown that all our Minister has obtained is a promise on the part of the Chinese Government to remove the grievance, without the shadow of a guarantee that the promise will be fulfilled. Indeed, the writer of this letter seems somewhat doubtful himself, for a little further on he says, "A modification in the mode of paying transit duty has been agreed to, *which it is hoped and believed* will prevent the abuses so justly complained of." This is rather weak, after stating so positively in an earlier paragraph that the said abuses "*had been removed.*" Then we come to a piece of utter nonsense:—

In this arrangement a most important "concession" is obtained from the Chinese Government—namely, that foreign goods shall continue to be protected by the Treaty, even after they have passed by sale out of the foreigner's possession. That is to say, not only are foreigners and their property "extra-territorialised" in China, but foreign cottons and woollens have rights of "extra-territorialisation," even when they have become Chinese property, and are to preserve that sacred character until they reach the hands of the petty retailer, if not the back of the consumer. As it is a principle universally admitted in our relations with China that we should never ask for a privilege or concession the full recognition of which in practice we are not prepared to enforce, the wisdom of our representative in having asked for and obtained the foregoing privilege seems questionable. Carried out *ad absurdum* it would clothe with "extra-territoriality" the loins of a Chinese coolie, while his naked back and legs remained under native jurisdiction.

Carried out *ad absurdum* indeed—but it requires no great effort on the part of the writer to accomplish that! In return for these magnificent concessions, he goes on to say, "Our representative has consented to a *slight* increase in the duties on opium and silk." We should be grateful for this information, and for the further explanation added, to the effect that "the former is an import, the latter an export."

The increase in the duty on silk will raise the rate leviable on that commodity from 2½ per cent. to 3½ per cent. *ad valorem*, still leaving the duty 1½ per cent. below the 5 per cent. *ad valorem* basis upon which the tariff was originally drawn up. Considering the rate of duties levied on their trade by England and America and other Western nations, this tariff of 5 per cent. *ad valorem* which they have compelled China to accept is practically Free Trade.

On this it is only necessary to remark that the average percentage of the duty on silk is here understated—the practical effect of the new tariff will be to double it. And even supposing the silk duty were still somewhat under five per cent., that now levied on the other great staple, Tea, amounts on those common sorts which form the bulk of the export to above *twelve* per cent.

In like manner this veracious correspondent describes the remaining provisions of the Convention. The vague promise that certain coal mines may be worked by foreign appliances, but not by foreigners, and only at the discretion of a local magistrate known to be inimical to foreign innovations, is spoken of as a valuable concession, and as "evidence of a wish to move in the right direction." One more quotation, and we have done with this letter:—

As regards the political horizon in this country, it may be safely asserted that it never was clearer than at the present moment, and, thanks to the Burlingame mission, a feeling of comparative confidence has established itself in the minds of its principal leading men, who are beginning to see that they may hope for more conciliatory and rational treatment from foreign Governments than they have hitherto done in many cases from foreign representatives.

Thanks to Mr. BURLINGAME, indeed! We can have little doubt, *now*, under whose inspiration this precious epistle was indited. But no more need be said on that head. It is idle to argue with a writer who is capable of crediting Mr.

BURLINGAME'S proceedings in Europe with any beneficial effect on the relations between China and the Western States. For any benefits accruing from his mission we look in vain—the mischief done by it becomes every day more apparent. So far from the political horizon being clearer than ever, there is evident preparation for war on the part of China, and fear of it among foreigners resident there. No one who has any real knowledge of the course of events in China believes in any real desire for progress except in the way of arsenals, dockyards, powder-mills, and gunboats. The works of this nature at Foochow and elsewhere are being rapidly pushed forward; the Taku Forts are being once more renovated and heavily armed with large guns; and on all sides we hear of nothing but increased armaments and warlike appliances. To temporise at Peking, and keep the European Courts in good humour by deceitful blandishments, while they strengthen themselves for a contest; and then, when opportunity offers, to make one supreme effort to reduce foreigners in China to their former state of bondage and subjection—that seems to us the only path of progress on which the Chinese desire to enter. And in that aim our present Government, aided by *The Times* and the Radical press generally, is doing its utmost to encourage them.

#### THE DEBATE ON THE DIPLOMATIC AND CONSULAR SERVICES.

PROVERBIAL lore reminds us that "a new broom sweeps clean." Mr. HOLMS, the new member for Hackney, is anxious to verify the axiom, and in his capacity of a new broom he proposes to make a clean sweep of our Consular and Diplomatic Services; which, after careful study, he pronounces cumbrous, extravagant, and inefficient. The result of Mr. HOLMS'S "careful study" of a subject which he is quite incapable of understanding, is a comparison between the British and the United States Consular Services, very much to the disadvantage of the former. Mr. HOLMS has already learned the great secret that the surest way to obtain the favour of the GLADSTONE Cabinet is to praise American "institutions," and decry our own. Lest we should unhappily lay ourselves open to a charge similar to that which we venture to prefer against Mr. HOLMS—that of talking about things we knew nothing about—we will confine our comments to that one branch of the service of which we may fairly claim to have some knowledge. As regards China, Japan, and the Far East generally, it would be difficult to make any alteration in the Consular system that would not be for the worse. Mr. HOLMS compares the value—or his own estimate of the value—of our trade at certain ports with the cost of maintaining our Consulates at those places; and argues that in some cases the trade is so small that it does not "pay" to keep up the establishments. This is a most transparent fallacy, and shows the speaker's entire ignorance as to the true position and functions of our Consuls in China and Japan. Mr. HOLMS would put the entire Consular service under the Board of Trade, and abolish all its duties and uses except those of looking after ships' papers, settling disputes between masters and seamen, compiling returns of trade, &c. It is evident, indeed, that Mr. HOLMS thinks these powers are all that Consuls should be allowed to exercise. A very little practical experience in China or Japan would show him how utterly futile has been his "careful study" of the subject, and would lead him to very different conclusions. Mr. HOLMS declares that the same benefits that we obtain by a most costly and intricate machinery, are secured by the United States Government by the simplest organisation at a very trifling expense. Why, any one who knows China can tell Mr. HOLMS that the United States Consular service there was for years a standing disgrace to the nation—their Consuls being either merchants, who sought the office partly for the honour of flying the "stars and stripes," and the position it gave them among the foreign community, and partly for the trading advantages it carried with it—or by mere worthless adventurers who made such a living as they could by the exorbitant fees they would screw out of all who came within their clutches; in some cases it was almost an open levying of "black mail" on American subjects. So crying was the evil, that at last the United States Government was obliged to abandon its system for our own, and appoint properly qualified and fully paid Consuls, at least at the principal ports. The practice of appointing

"trading Consuls," not only by the United States, but by a number of minor European States, has been the origin of so great a scandal—bad enough in China, but worse in Japan—that a loud outcry has been raised against it; the Austrian Government, in concluding its recent treaty, wisely refused to appoint a single trader as Consul, and obtained permission for the British officials to act for Austria until a proper Consular staff could be sent out. This is a step in the right direction, and one that we hope will be followed up until (as we have said before) the hybrid race of trading-consuls is altogether extinct. From these, or Consuls supported by fees and extortions, may the Foreign-office deliver us! Mr. HOLMES's proposal to disestablish the Consular Service has been referred to a Select Committee, consisting of himself, Mr. OTWAY (Under-Secretary for Foreign Affairs), Mr. BOUVERIE, Mr. WILLIAM HENRY GLADSTONE, Mr. RYLANDS, Mr. RICHARD SHAW, Sir HENRY LYTTON BULWER, Sir CHARLES WENTWORTH DILKE, Mr. KINNAIRD, Mr. WILLIAM CARTWRIGHT, Mr. ARTHUR RUSSELL, Mr. SCLATER-BOOTH, Viscount SANDON, Mr. EASTWICK, Mr. BARING, Mr. WILLIAM LOWTHER, Mr. CAMERON, Mr. FREDERICK STANLEY, Mr. BUTLER-JOHNSTONE, Viscount BARRINGTON, and Mr. FREDERICK WALPOLE. Some of the names, notably those of Mr. HOLMES, Mr. OTWAY, and Sir CHARLES DILKE, bode no good to the service; but, on the other side, the influence of an experienced diplomatist like Sir H. BULWER will be beneficial, and we trust any attempt to interfere with the present system will be defeated.

#### DEATH OF MR. BURLINGAME.

SINCE the above was written we have heard with regret of the sudden death of Mr. BURLINGAME, which occurred at St. Petersburg on the 23rd ultimo. However strong our doubts as to the good faith of the Chinese in sending Mr. BURLINGAME to Europe, and as to the possibility of any good resulting from his negotiations, we are sure all our readers will join in regretting this sad termination to them. It is singular that in the same issue in which we record Mr. BURLINGAME's untimely death, we publish a proclamation by the PRESIDENT of the United States regarding the ratification of his Treaty. The news of Mr. BURLINGAME's death has been received with deep regret in the United States, where he was very popular. It was announced to the House of Representatives by General BANKS, who pronounced a panegyric on the deceased diplomatist. The Legislature of Massachusetts and other political corporations have voted resolutions expressing the public regret for his loss. At Boston the ships in the roadstead hung their colours half-mast high. These manifestations of general sorrow are easy to understand, for Mr. BURLINGAME's career, up to the time when he accepted the Chinese Mission, had been one of which his countrymen might well be proud. His conduct of this Mission we must always regard as a huge mistake; but at any rate he devoted his best energies to it, and the thought of leaving the work unfinished was one that made his last hours sad and restless. We presume that Mr. MCLEARY BROWN, his Chief Secretary, who has just passed through this country on his way from Washington to St. Petersburg, will wind up the affairs of the Mission.

THE opinion gains ground that the CHANCELLOR of the EXCHEQUER will in the next Budget propose a reduction of the duty on Sugar and Tea. On the latter it is expected that it will be reduced to 2d. or 3d., payable on the discharge in dock, and thus the present system of bonded warehouses, &c., will be avoided. It seems that the policy of the present Government is eminently one of reducing the cost of collecting the revenues, and in this we give them hearty support. The financier who puts the largest proportion of taxation into the Treasury—net—is undoubtedly rendering the greatest possible service to the public at large.

THOSE engaged in the naval actions at Kagosima have to thank Mr. W. C. PRICE, M.P., for an effort to procure some recognition of their services. Mr. PRICE thinks these operations in Japan at least as important and as creditable to all concerned as those in Abyssinia, Umbeyla, and New Zealand, for all of which medals have been granted, and on the 8th instant he will ask the First Lord of the Admiralty whether any medal is to be issued for Japan.

MR. HART's memorandum on China affairs, which has been published with Mr. ROSS BROWNE's comments, has been brought to the notice of the House of Commons. Colonel SYKES asked the Under Secretary for Foreign Affairs whether his department was in possession of the document, and whether it would be laid before the House. Mr. OTWAY replied that he had seen the document alluded to in a China paper, but that it had not reached the Government in the form of an official communication.

WE understand that the proposal to enlist constables in England for the Hong Kong police force is abandoned, at least for the present. The plan will we suppose receive further consideration on the arrival at home of Sir R. MACDONNELL, who is expected in England in June next. During his absence the government of the colony will be administered by General WHITFIELD.

RUSSIA is turning her remote Eastern possessions to account. The Island of Saghalien, we learn, is to be forthwith converted into a penal settlement for Polish conspirators and other political offenders, who will certainly not be able to do much harm when safely landed there. Siberia, it seems, is becoming quite populous with political exiles, and further additions to their numbers is not considered safe.

MR. ALFRED WADDINGTON—whose pamphlets in support of the scheme for an interoceanic railway across British North America have been noticed in these columns—has arrived at Ottawa from London, on a mission to urge the Canadian Government to aid in the construction of such a line.

WE are glad to hear that Captain KINDER, who was Master of the Hong Kong Mint during its brief span of existence, proceeds by the next mail to Japan, to take charge of the new Government Mint at Osaka.

OWING to the unusual pressure on our space, the continuation of "Opium *versus* Christianity," and much other interesting matter, must stand over until our next issue.

#### CONSUL MARKHAM'S VISIT TO SHANTUNG.

At the meeting of the Royal Geographical Society on the 1st instant, Mr. R. B. Shaw, lately arrived in England after an adventurous journey in *ci-devant* Chinese Tartary, read a long and interesting paper, entitled "A Visit to Yarkand and Kashgar." Mr. Shaw, as the President reminded the meeting, was the first European since the days of Marco Polo who had penetrated to Yarkand, and been allowed to return from that wonderful country. The second paper was, "On a Journey through Shantung and Visit to the Tomb of Confucius," by Mr. J. Markham, Consul at Chefoo. The paper contained a most interesting account of the author's reception at Kio-foo, the city of Confucius, and his examination of the monuments and temples connected with the famous Chinese sage. The great majority of the inhabitants of the city are descendants of Confucius and bear his surname, and the magistrate's office is hereditary in the family. The chief representative bears a title equivalent to our "Duke;" he received Mr. Markham with the utmost kindness, and facilitated in a way he did not expect his visits to the temple and the tombs. The result of the author's experience, acquired in journeys throughout the length and breadth of this important province, was that the middle and lower classes of China were, as a rule, inclined to be friendly to strangers, and that all acts of offence are instigated by the governing class of mandarins.

#### Literature.

##### THE DUKE OF EDINBURGH'S VISIT TO HONG KONG.\*

It was fitting that the visit of Queen Victoria's son to Hong Kong should be chronicled in a more permanent form than that afforded by the local journals, and the want of a memorial of this interesting event has been well supplied by Mr. Beach in the volume before us. Of course it could only take the form of a simple record of the incidents that occurred during the brief stay of his Royal Highness in the colony, and afforded the author—or, as with becoming modesty he styles himself, the compiler—but

\* *Visit of H.R.H. the Duke of Edinburgh to Hong Kong in 1869.* Compiled by the Rev. W. R. Beach, Colonial Chaplain. Hong Kong: Neronha and Sons. London: Smith, Elder, and Co.



little scope for originality. His task however has been well performed, and the result is a pleasant narrative, which derives additional value from a sort of semi-official authority that attaches to it, the work having been produced at the request and with the aid of his Excellency the Governor. Another fact that is, or ought to be, a strong inducement to persons interested in China to buy the volume, is that the profits are intended to go towards the building fund for the new choir of St. John's Cathedral, of which the Duke himself laid the foundation-stone on the last day of his visit. The chief events having already been chronicled in the columns of the *London and China Telegraph*, we need not go over the ground again; but the photographs with which Mr. Beach's book is illustrated deserve a word of commendation. The portrait of the Prince, taken in Hong Kong, is we are assured an excellent likeness, though not a remarkably good specimen of photographic art. The others, comprising a panoramic view of Government House and the harbour, Queen's-road and a Chinese street prepared for illumination, the Praya, the City Hall, the Race-course and Happy Valley, are all excellent. The volume is stitched in a cover of blue paper, that gives it externally a rather poverty-stricken appearance, but it is well worth binding handsomely. In the copy before us the photographs are not so nicely mounted as they would be in a work published at home, but that can hardly be expected. We understand it is intended to have a few copies handsomely bound for presentation to the Queen and members of the Royal Family.

*The Colonial-office List, and The Foreign-office List*, for 1870. Harrison, 59, Pall Mall.—These two useful handbooks have appeared in their usual form, but in each case with some amplifications and improvements. Among other useful *addenda* to the usual matter, the *Colonial-office List* contains a list of all Parliamentary papers in colonial affairs issued since 1864; the regulations as to pensions, cadetships, &c., for the Straits, Hong Kong, and Ceylon. The information regarding the present condition and government of all our Eastern Colonies is very full and accurate, and brought down to the latest possible date. The *Foreign-office List* presents the usual compact mass of information, and we have found it of great use in preparing our annual list of Consular officials at ports in China and Japan, which will appear in the next issue. We find one blot in that especially useful section, the "Statement of Services"—Mr. Hart, the present Inspector-General of Chinese Customs, is described as a "Deputy-Inspector at Canton." There is a long list of promotions and transfers in the China Department, and the obituary records two deaths—those of Consul Fletcher and Mr. Gibson.

*Our Ocean Highways.*—Under this title Mr. Stanford, of Charing Cross, has issued a useful hand-book of information for travellers, containing particulars regarding travelling, postal and telegraphic communication with all the chief ports, cities, and towns in the world—home, foreign and colonial. In so large and varied an accumulation of matter, it would be strange if there were no mistakes, and we find several in relation to ports in the Far East, but none of a very serious nature. The book is not very appropriately named—on opening it we find on the first page "Abbotsford"—and the question naturally suggests itself, what has the inland town famous as the residence of our great novelist to do with "Ocean Highways?" The same confused mixing up of little English towns with foreign ports is carried throughout, and is a defect arising from the alphabetic method of classification. This, however, might easily be altered, and other improvements made in the next yearly issue.

*The Modern Buddhist; being the Views of a Siamese Minister of State on his own and other Religions.* Translated, with Remarks, by Henry Alabaster. In this little book (published by Messrs. Trübner and Co., Paternoster-row) Mr. Alabaster, who holds the post of Interpreter in Her Majesty's Consulate-General in Siam, presents an instructive and thoroughly practical discourse on Buddhism as it exists in the present day, with many interesting reflections, not only on the points of difference as regards faith between Buddhism and other religions, but also on comparative morality and the varying social conditions arising out of different systems of theology. It will be found interesting by others besides students of Buddhism.

*Wasps of the Ocean*—Marlborough and Co., Ave Maria-lane—is a most charming little illustrated book of travel and adventures in China, Siam, &c., admirably suited for young readers. *Anecdotes and Stories in French*, by the same publishers, is also a very useful and instructive exercise for those who are acquiring or have a taste for the French language.

*The Colonial Directory of the Straits Settlements*, for 1870, is a comprehensive hand-book of information and statistics, which includes not only Singapore and Penang, but Labuan, Sarawak, and Saigon. It is carefully compiled, and published at the "Mission" Press, Singapore.

*The Foot Journal*, March, 1870.—This publication shows in its second number a decided improvement, and promises to enlarge its sphere of usefulness. It contains, among much other interesting matter, an article on "The Economic Uses of Brick Tea," some notes on coffee adulteration (tea ought to come next), and, under the head of "Curiosities of Cookery, a copy of the bill of fare at a "regular mandarin supper" given by Sir R. MacDonnell, in 1867, to some French gentlemen visiting Hong Kong.

*Journal of the Royal Asiatic Society*, Vol. IV., Part 2.—This volume of the Society's journal is rich in papers of the kind that form the usual staple of its contents. There are contributions from Mr. Childers, late of the Ceylon Civil Service, Colonel Yule, C.B., Captain Sladen, Mr. Baillie, Professor Dowson, and others.

#### MEMORIAL OF HOUSE OWNERS AT HONG KONG.

The following is a copy of the memorial addressed to Earl GRANVILLE by owners of property in Hong Kong now residing in England. We understand that the Straits Association are also addressing his Lordship on the subject, in conformity with the resolutions, which will found in another column:—

That your Memorialists are owners of house property in the colony of Hong Kong, chiefly in the occupation of Chinese, of the annual rental of about £64,000, and are otherwise interested in its trade.

That such trade, and the value of this property, are to a great extent dependent on the residence in the settlement of the very large Chinese population which has been attracted to it by its being a free port, and a place in which, although heavily burdened by legal taxation, they have always hitherto been protected from irregular exactions.

Your Memorialists have lately learned with much apprehension that in article two of "the Supplementary Convention to the Treaty of Tientsin" it is agreed "that China may appoint Consuls to reside at all ports in the British Dominions," and although it may seem invidious and even illiberal to take exception to a provision which in the face of it may seem calculated to draw closer the bands of amity between Great Britain and China, yet warned by the experience they have gained by many years' residence in China, and an intimate knowledge of its Government and people, they cannot but consider this provision, if acted on in Hong Kong, as menacing the independence of the Colony so far as its Chinese population is concerned, and highly injurious, therefore, to its interests and to those of your Memorialists.

It must be borne in mind that the cession of the Island was to the Chinese Government perhaps the most unwelcome of all the conditions of the Treaty of Nanking, and as the chief seat of, and to them, the very embodiment of British Power in China, it has ever since been regarded by them with extreme jealousy. Hence efforts have from time to time been made to obstruct its trade, which have for the most part been frustrated by the vigilance of Her Majesty's Government. Your Memorialists consider this as another blow covertly, and dexterously, aimed at its prosperity and independence.

Your Memorialists by no means desire to speak with needless disrespect of the Chinese Government, but as its character is so essential an element in the consideration of the question, they can hardly avoid seemingly to do so. Under whatever name a Chinese official be established in Hong Kong, and however limited and innocent may appear to be his functions, he will by the natives be regarded as, and will assuredly assume to be, their ruler. He will be at once a tyrant and a spy, and will levy exactions on them, which they will neither dare to resist nor complain of, because, although they may know the British authorities would, on appeal, afford them protection, their wives and families being resident on the main land are there in the grasp of the Chinese Government, and on them vicarious punishment would, according to its usage, be certainly inflicted.

That such evils would occur is nearly certain, and the efforts to repress them would assuredly not tend to promote friendly feelings between the British and Chinese Governments.

In illustration of these views, the case of the neighbouring Portuguese settlement of Macao may be adduced, wherein formerly Chinese officials were permitted to reside.

While these officers remained there, not only business affairs, but the smallest and commonest transactions in life were subject to their interference, so that even a house could not be built without their leave being obtained, and of course purchased.

In the year 1841, when all British subjects were driven out of Canton, they took refuge in Macao, but such a pressure was brought upon the settlement by the Chinese officers, by withdrawal of domestic servants, the stoppage of provisions, and threats of personal violence, that the Governor was compelled, most unwillingly, to intimate to the British residents that he could not continue to afford them protection, and they were obliged to leave the place, and to live on shipboard. Perpetual struggles and contentions between the Portuguese and Chinese, arising from the division of authority, still went on, and the assassination of Governor Amaral was one of the terrible consequences. This intolerable condition of affairs was only put an end to when the Portuguese Government, availing themselves of the opportunity afforded by the war between Great Britain and China, insisted on all Chinese officers leaving the settlement, which has ever since been peaceful, independent and prosperous. It can hardly be supposed that any Chinese officer would in Hong Kong dare to proceed to any such extreme lengths as are herein alluded to, but in the event of any threatened disturbance of the friendly relation now existing between the two countries, his presence might be a source of danger, while in any case as the corrupt exercise of power, and the habit of submission to it are ingrained in the Chinese nature, your Memorialists feel sure that the evils they have adverted to would more or less arise, and the apprehension of them would probably induce many of the most respectable Chinese to leave the Colony. Had sufficient time elapsed since the publication of the text of the New Convention in China for the residents in Hong Kong fully to comprehend its application to that place, it is almost certain that remonstrances against this provision would ere this have been made.

Your Memorialists have reason for believing that the views they take on the subject under discussion agree with those expressed in correspondence by the Governor of Hong Kong; if so, records of

\*It is well known that offices of the highest importance in China are commonly either purchased or farmed, while those who hold such as are of less value are only nominally paid by the Government but are left to pay themselves as best they can.

them will no doubt be found in the Colonial-office; and in Sir Rutherford Alcock's letter to the Earl of Clarendon enclosing copy of the Convention, and commenting thereon, it is stated that his Lordship's despatch, No. 141, of the 4th August, "indicates a doubt as to the expediency of allowing a Chinese Consul to be appointed at Hong Kong." This wise doubt has been disregarded, and the reasons alleged are that it is better to permit that which is inexpedient, lest the Chinese should do what is manifestly contrary to the laws of nations, to which, however, ever, unobservant of themselves they are to be allowed to appeal.

For these reasons your Memorialists respectfully request that the Supplementary Convention of the Treaty of Tientsin as respects Article 2 may not be ratified by Her Majesty.

## SIGNATURES TO THE MEMORIAL.

|                                      |                                |
|--------------------------------------|--------------------------------|
| JAMES WHITE, M.P.                    | WM. H. VACHER.                 |
| W. H. LUCE.                          | J. G. BALDWIN.                 |
| G. OVERBECK.                         | J. H. KENNEDY.                 |
| HARVEY BRAND.                        | LUDWIG WIESE, for the Widow of |
| GEO. and R. DEWHURST.                | A. W. GRO-VENOR.               |
| Estate of DOUGLAS LAFRAIK—           | C. T. WILLSON.                 |
| JNO. G. LAFRAIK.                     | E. R. MICHELL.                 |
| Estate of WM. A. BOWRA and C. W.     | Estate of W. H. ROPER—         |
| BOWRA—JNO. G. LAFRAIK.               | W. THOMPSON.                   |
| R. J. GILMAN.                        | A. SCOTT.                      |
| N. CRAWFORD, for Self and as Trustee | M. PESTONJEE SETNA.            |
| for late T. A. LANE.                 | G. T. SIEMSEN.                 |
| LUDWIG WIESE.                        | per LUDWIG WIESE.              |
| R. J. ASHTON.                        | JULIUS SAUER, per L. WIESE     |
| W. T. BRIDGE.                        | W. WALKINSHAW.                 |
| For G. ANDERSON—A. RODGER            | G. H. HEATON.                  |
| ALEX. RODGER.                        | R. D. SASSOON.                 |
| JOHN FITZPATRICK.                    |                                |

## Monetary and Commercial.

At the meeting of the tea-brokers on the 21st ult. the proposition noticed in our last was negatived, and the matter now stands without settlement. At the next meeting (on 14th inst.) a motion is to be made by Mr. Sillar "To assimilate the 'trade customs' of selling tea to those of silk, viz., to sell for cash, with three months to complete the contract, no deduction being made from the purchase-money; to insist on the Queen's weights being taken by both buyer and seller, and to enforce the payment of the buying brokerage upon completion of the contract." This custom prevails also with rice, indigo, and saltpetre. Had the brokers made a firm stand in the first instance they would have certainly overcome the few dealers who wished to break down their old system. Now they are utterly disorganised, and once having attempted new customs, dissensions have arisen among themselves, and any settlement seems hopeless. They must now make the commission a matter of agreement in each bargain. Certainly the importer cannot pay more than 1 per cent.

It is to be regretted that Mr. H. H. Severs has had his discharge without opposition, for it would have been serviceable to know who is to blame, and by what process debts to the extent of a quarter of a million could be contracted by a firm of such insignificant proportions. Mr. Severs returned from China insolvent and opened business in London some three years since, ingratiated himself with the Manchester houses and the banks, and kept up a fire of bills until renewals would no longer go down. It is simply intolerable that Banks should give facilities for such trading. How is it possible for firms having capital and responsibility at stake to compete with such mushroom firms, and how can the reputation of firms in the China trade be maintained while the Banks are open to persons who should be bowed out of their doors?

The increasing importance of Malta since the opening of the Suez Canal has induced the formation of a company for erecting docks with hydraulic lifts, on the system of Mr. Edwin Clark, C.E. We understand that the Government of Malta not only take a number of shares, but have granted the valuable concession for ninety-nine years of a site for the purpose, together with about 5,000 square yards of land, 40,000 square yards of water area, and a portion of the wharves adjoining. The Government vote also a subsidy of £5,000 on condition that the works are completed within a reasonable time. It is estimated that if only one vessel in twenty of those already frequenting the harbour avail themselves of the new lift, the profits of the company upon the operations of lifting and repairing (taking the data supplied by the Victoria Graving Dock Company) may fairly be reckoned at not less than 25 per cent. on the proposed capital. A large profit is also expected from the business of examining and cleaning the bottoms of coasting steamers.

At the meeting at Liverpool of the West India and Pacific Steamship Company (Limited), a dividend was declared of 14s. per share, free of income-tax, making, with the interim dividend paid in August, 24s. per share, or at the rate of 6 per cent. per annum. The amount left to be carried forward is £6,867.

Some specimens of Sea Island cotton, grown at Manley-hall, Manchester, by Mr. Sam Mendel, were exhibited at the meeting of the directors of the Manchester Chamber of Commerce on the 17th inst. They consisted of a piece of the cotton in the raw state, and some manufactured into yarn and into grey and bleached cloth.

We understand that subscriptions to the Colombo Gas and Water Company have come in slowly, owing to their being subscribed by *bona fide* investors free of Stock Exchange influences. We may note that the shares of the Hong Kong Gas Company have advanced to a premium of £2 per share.

The stoppage is announced of Messrs. Pauw, Schneider, and Co., commission merchants, of Manchester, engaged in the China trade in connection with Mr. Siegfried. At the first meeting of creditors a committee was appointed to examine the accounts, &c.

The P. M. steamer *America*, which left San Francisco on the 1st Feb., took \$560,000 in silver and Mexican Dollars.

The Salvage Association Staff have returned from the wreck of the P. and O. steamer *Carnatic*, the vessel having heeled off the reef. About £8,000 worth of treasure, &c., remained in her.

The tenders for £387,500 in bills on India were received at the Bank of England, when the amounts allotted were—to Calcutta, £352,700, and to Madras £34,800. The minimum price was fixed, as before, at 1s. 11d., and tenders at 1s. 11½d. will receive about 63 per cent. These results show a further diminution in the demand for means of remittance to the East.

At the meeting of the Telegraph Construction and Maintenance Company (Limited and Reduced) a dividend of 7½ per cent. was declared, making, with the interim payment of 2½ per cent., a total distribution of 10 per cent. for the year.

We understand that the intended issue of additional capital for the Shanghai Extension of the China Submarine Telegraph Company is deferred, the directors having decided to take no steps in the matter until the construction of the line from Singapore to Hong Hong is further advanced.

A prospectus has been issued of the National Telegraph Manufacturing Company (Limited), with a capital of £400,000, of which half is to be first issued in shares of £25 each, to purchase the telegraphic business and works of Messrs. R. S. Newall and Co., of London and Gateshead-on-Tyne.

The amount of bullion by the P. and O. Company's steamer *Pera*, from Southampton on the 5th instant, was, in gold, to Bombay, £500; to Madras, £1,365; in silver, to Hong Kong, £850; to Shanghai, £108,220; total in gold, £1,865; in silver, £109,070.

## ARTICLES OF IMPORT.

## TEA.

Large arrivals have taken place, and with continued relatively small deliveries stocks have increased, sales being restricted to parcels for immediate use, owing to the uncertainty as to the coming Budget. Prices have a downward tendency, although no decided reduction can be quoted.

Public sales of China, comprising 12,922 packages, were held on the 1st and 2nd inst. of which 10,300 packages sold, all being without reserve. The sales went off without spirit, but as a rule without change on last sales' prices. Common to fair red-leaf Congou realised 1s. 0½d. to 1s. 1½d. Some parcels of fair black-leaf Congou sold at 1s. 1½d. to 1s. 1¾d. per lb., and two of fine Moning at 1s. 10½d. to 1s. 11d. per lb. A small invoice of Japan mixed green teas brought full rates. A break of green tea dust sold at 8d. per lb. Two breaks of common Canton Scented Orange Pekoe brought 8½d. to 10½d. per lb.

## SILK.

Market very active, large business doing all the past week; prices of China and Japan are fully 6d. higher; we quote best chop 3 Tatlee, 32s.; Red Peacock, 27s. to 27s. 6d.; Japan Mybush, 30s. to 36s.; Canton Tatlee, 21s. 6d. to 22s.

The following is from Messrs. Jacob, Hogg, and Co.'s Monthly Circular, dated 1st inst.:—The past month opened with a comparatively quiet market for Asiatic Silk, but business was soon resumed on a fair scale, though of course, owing to the scarcity of silk, transactions have not been so extensive as during the months of December and January. In China Silk there has been a current demand for all descriptions at stiffening prices, and our quotations of to-day show an average advance of about 6d. per lb., though in medium and low Tatlees the improvement has been greater. Chop Silk is now nearly exhausted, and one parcel of Koo-long-Sing's Chun Tze has been sold as high as 32s. Japan Silk seems to be again out of favour, and consequently the business of the past month has been on a limited scale, though within the last few days there are symptoms of an improved demand; and looking at the moderate quotations for this class of silk as compared with China, it is only reasonable to expect that the attention of consumers must ere long be again directed to its use. The deliveries are 3,643 bales China, and 626 bales Japan.

According to Messrs. Arles, Dufour, and Co., a gradual increase of confidence has been observable in the Lyons silk market since the favourable turn in the home politics of France, and some important

contracts for deliveries as late even as June and July have afforded evidence of the faith of buyers in the maintenance of prices, more particularly with regard to all classes of good silks, of which the stocks are insufficient to meet the wants of consumption. At the same time a fair current business has been done in Asiatic silks, especially in China sorts.

#### COFFEE.

The supplies of Plantation Ceylon at the public sales have been limited, but the small quantities offered have been readily taken, the ordinary and medium qualities at about our last quoted rates, and the good and fine sorts at higher prices. Native Ceylon is in fair inquiry. The quantity afloat, both Plantation and Native, is less than last year; the landings of Ceylon show an increase, and the deliveries a decrease on last year's figures, while the stock is considerably in excess. For the East India descriptions of Coffee other than Ceylon the sales have been confined to 185 bags pale greenish Manila at auction at 58s. and 180 bags Bonthyne Singapore at 60s. per cwt.

The quantity of Ceylon Coffee afloat for Great Britain is estimated as follows:—Plantation, 192,579 cwt., against 207,983 cwt. at the corresponding date of 1869; Native, 19,552 cwt., against 57,686 cwt. The quantity afloat for the Continent is *nil*, in both years. The quantity of Coffee landed in the seven weeks ended Feb. 19, 1870, was of Ceylon, 2,730 tons, against 2,176 tons during the corresponding period of 1869; of all descriptions, 3,334 tons, against 4,707 tons. The quantity entered for home consumption was, of Ceylon, 1,286 tons, against 1,448 tons; of all descriptions, 2,271 tons, against 2,464 tons. The quantity exported was, of Ceylon, 2,768 tons, against 2,117 tons; of all descriptions, 4,973 tons, against 4,641 tons. The stock on Feb. 19, was, of Ceylon, 12,875 tons, against 9,306 tons; of all descriptions, 20,365 tons, against 16,822 tons.

The Rio market at the date of the last advices was quiet, but owing to the anticipations which were entertained of a short crop great firmness was manifested.

#### SUGAR.

Supplies having been kept back by the prevalence of contrary winds, and the trade having shown a slightly increased disposition to purchase, the business has been to a larger extent than of late, but prices are lower. The sales of East India, on the spot, have been confined exclusively to Manila, of which 20,000 bags common to middling clayed, duty 8s., have been sold at 28s. 6d. to 29s. 6d., 3,500 bags superior clayed (chiefly 9s. 7d. duty) at 31s., and 5,000 bags unclayed Taal at 25s. The floating cargo, per Peerless, 3,780 baskets, No. 13 Java, has been sold at 29s., for delivery at Bristol.

The quantity of Sugar landed in the seven weeks ended Feb. 19, 1870, was, of Penang, 269 tons, against 782 tons in the corresponding period of 1869; of Manila, Java, and China, 3,469 tons, against 5,947 tons; the quantity entered for home consumption was, of Penang, 582 tons, against 256 tons; of Manila, Java, and China, 4,694 tons, against 1,223 tons. The quantity exported was, of Penang, 24 tons, against 13 tons; of Manila, Java, and China, 175 tons, against 12 tons. The stock on Feb. 12 was, of Penang, 1,993 tons, against 843 tons; of Manila, Java, and China, 34,390 tons, against 35,556 tons.

**COCOA-NUT OIL.**—The offers of Ceylon since our last report have been 128 casks, of which 89 casks mostly good sold at £42, two lots at £41 10s. and £42 5s., the remainder being bought in at £42. The quantity of Ceylon afloat for Great Britain is estimated at 48,856 cwt., against 50,732 cwt. at the corresponding date last year, and 35,555 cwt. in 1868.

**COIR GOODS.**—The current rates are—Yarn, Ceylon, very fine and superior, £54 to £61; fine, £44 to £48; good, £35 to £36 10s.; low common to middling, £23 to £26. Fibre: Ceylon, good, £25 to £27 5s., medium, £20 10s., common £15.

**CAMPOR.**—The market is quiet on the spot at 82s. 6d. to 87s. for China, with sellers of Japan at 92s. 6d. per cwt. Shipments continue to be made from China, with a stock of 5,569 packages, against 3,402 in 1869, 1,634 in 1868, and 2,009 in 1867; we can hardly yet look for improvement in price. Delivered in January last, 147 packages, against 1,937 packages in January 1869, and 171 packages in January 1868.

**CUTCH.**—The demand is without improvement, and prices are nominal at 26s. to 26s. 6d. for fine quality. At auction 980 boxes good Pegue were bought in at 27s. per cwt. The quantity afloat from Calcutta and Singapore to London and Liverpool is 544 tons, against 204 tons same time last year; from Rangoon, &c., 329 tons, against 661 tons.

**ESSENTIAL OILS.**—Aniseed very dull at 8s. 9d. to 8s. 10d.; limited sales. Cassia: Very flat, small sales at 5s. 1d. Nutmegs: 51 cases white in sale retired, but sellers afloat cheaper.

**GAMBIER.**—The market is quieter again, after large sales on the spot and afloat, at 17s. 3d. to 17s. 9d. for lamp. 394 bales block sold at 17s. 3d. Cubes quiet; of 346 packages offered a few fine sold at 20s. 6d. to 20s. 9d.; common dull at 18s. to 19s.

**GUMS.**—Benjamin: Siam steady; Sumatra, 2nds firm; 37 cases half sold, fair white almond at £10 to £10 2s. 6d.; rather brownish, £8 10s. to £8 17s. 6d.; Palembang very dull. Copal still in demand, but large arrivals. Damar very dull, and lower; 73 packages retired. Gambooge steady; 19 cases clean pipe sold at £15 to £16 5s.

**GALLS.**—The market for China is firm, there being a good demand for export; 697 boxes were mostly placed at auction at 49s. to 49s. 6d. for good clean bold, with very little small; preferable 50s. per cwt.; 400 cases, part of a recent arrival, have been placed privately at 49s. 6d. Japan very steady, 261 cases retired from auction at 50s.

**HIDES AND SKINS.**—Messrs. Dyster, Nalder and Co.'s Monthly Report is as follows:—The sales East India Hides during the past month have been limited, owing to small stocks, and comprise 250,382 hides in the hair and tanned. The general demand has been good although exporters continue to be the most eager buyers, and in addition to their purchases at public sale have taken several parcels in original bales. Prices have been well sustained, and on the better qualities, which have been very scarce, a fractional advance has frequently been paid. Of Cey-

lon, 1,372 hides have been sold: Light and Heavy, 6½d.; Extra Heavy, 5½d. to 6½d.; Thirds, 5d.; Fourths, 4½d.; Buffalo 5d. per lb. Singapore, Penang, &c., Ox and Cow: 13,306 hides have been sold at previous rates to ½d. per lb. advance; Dry, Light and Small, 8½d. to 9½d.; Heavy, 8d. to 8½d.; Extra Heavy, 7½d. to 8½d.; Thirds, 7d. to 7½d.; Brined, Best Light and Best Small, 11½d.; Second Light, 4½d.; Best Heavy, 9½d.; Second Heavy, 8½d.; Extra Heavy, 8d.; Thirds and Fourths, 7½d. per lb. Buffalo: The demand is limited, and the bulk of those brought forward, being of indifferent quality, the sales are restricted to 2,066 hides, at about previous rates, viz., Prime Slaughtered av. 45½ lbs. at 7½d. per lb.; Fair to Good, Best Heavy, 5½d. to 6½d.; Seconds, 5½d.; Light, 6½d. to 6½d.; Thirds, 4d. to 5d.; Inferior, Best Heavy, 5d.; Seconds, 4½d. per lb.

**ISINGLASS.**—Both Penang and Manila have realised higher prices: 30 cases sold, pipe realising 3s. 4d. to 3s. 6d. per lb. for ordinary to fair; leaf, 3s. 5d. to 3s. 9d.; middling cake, 2s. 1d.

**INDIA-RUBBER.**—The demand continues good; sales reported of Singapore at 1s. 10d.; Borneo at 1s. 3d.; A-sam at 1s. 1d. to 1s. 4d.

**INDIGO.**—The sales have been held, but have comprised no parcels of Manila.

**JAPAN WAX.**—Very quiet, and with a declining tendency. 839 boxes have been offered and partially sold at 70s. per cwt. for middling; extremely fine will not command 75s.

**MUSK.**—The recent improvement has continued; 20 caddies Pod sold fine flat thin at 32s. to 34s., mixed and bally at 20s. to 21s.; 3 tins Grain sold at 48s. 6d. to 50s. 6d. for middling to fine.

**MOTHER-O'-PEARL SHELLS.**—The market is firm, and the following parcels have been offered at auction:—Macassar: 62 cases sold at £12 10s. per cwt. for generally good mixed size shells. Manila: 74 cases from Singapore retired at £9 10s.

**PLUMBAGO.**—Ceylon has sold more readily, and at better prices, especially for any good qualities, 1,400 barrels in auction being mostly disposed of; fine and superior silvery lump, 22s. to 29s.; rather mixed, 18s. to 22s.; inferior dull, 14s. to 17s.; dust, fine clean, 11s. to 11s. 6d.; common and middling, 6s. 6d. to 8s. There is a good demand for export.

**PEPPER.**—Black: After the issue of our last, Black Pepper continued in strong demand, and a fair business was done both on the spot and for arrival; Acheen at 4½d., and West Coast at 4½d. per lb. Auctions have embraced 4,087 bags Penang, three-fourth of which were placed at 4½d. to 4½d. for fair Acheen, and 4½d. to 4½d. West Coast; and 470 bags Singapore retired above the value. White: A speculative demand having sprung up, business to the extent of between 2,000 and 3,000 bags has been transacted privately, commencing at 6½d. and rising to 6½d., and even 7d. paid for small quantities; but the demand has since flagged, and prices at the close are lower. 913 bags Singapore and 58 bags Penang have been brought to auction, one-third of the former sold at 6½d., with one lot at 6½d. per lb. for good quality; and the whole of the latter at 6½d. for fair.

**PRESERVED GINGER.**—Dull of sale; 155 cases retired at 7½d. to 8½d. per lb. for rather dark to fine pale, Chylong brand; 20 casks at 6½d.; 51 cases low Chow Chow at 6½d.

**RHUBARB.**—The sales of China have comprised 343 cases, for which there was an active demand; 21 cases, new arrival overland, per Poonah, well trimmed bright pinky fracture sold with spirit at 4s. 9d. to 6s. 6d., being much dearer; previously 72 cases, per same steamer, good coat, fair even pinky fracture, sold at 3s. 11d. to 4s. 7d., being barely valuation; other parcels sold steadily at 1s. 2d. to 1s. 7d. for rough, part pinky fracture, but wormy, and 8d. and 10d. for very ordinary dark and rough.

**RATTANS.**—In fair demand, and auctions have embraced 5,554 bundles Penang, and 3,278 bundles Singapore, the former of which sold at 2s. 3d. to 4s. 3d. per 100 canes, and the latter at 3s. 7d. to 5s. 3d.

**ROOTS.**—Colombo: Quiet at 35s. to 37s. per cwt. for good fair sound root, bright but rather small. China: Without transactions; several parcels are now afloat, and prices will doubtless decline; nominal value, 45s. per cwt.

**SPICES.**—Mace is more plentiful, and prices have receded 1d. to 2d. per lb. for common quality; 22 cases Penang partly sold, fair to good fair 3s. to 3s. 4d.; 37 packages Java, partly sold at 2s. 3d. to 2s. 7d. for ordinary to common red. Nutmegs: 21 cases Penang partly sold, 85 to 84 to the lb. at 2s. 4d.; 12 cases Padang, 92 to the lb. sold at 2s. 2d.; 34 packages Singapore, partly defective, sold at 1s. 6d. to 1s. 8d. for 130 to 118, and 1s. 9d. for 100 to the lb.; sound in boxes, 118 to the lb. 1s. 9d., 83 2s. 4d. per lb. Cloves: The recent demand has subsided, and 491 bales in auction were bought in at 3½d. to 3¾d. per lb.

**SAGO.**—Shortly after the date of our last, a strong speculative demand sprung up, resulting in sales to the extent of 2,000 to 3,000 boxes fair small grain at 18s. 3d. to 18s. 6d., and good at 18s. 9d.; with 1,000 bags at 17s. 6d. to 17s. 9d. At auction, 913 bags middling to good small realised 17s. 6d. to 18s., but at the more recent sales, when 1,332 boxes and 520 bags were offered, only 340 boxes sound sold at 19s. for good white grain, the bags being held for 18s. to 18s. 6d. Large and medium Sago is very scarce, and 184 bags, per Empress of India, were strongly competed for, and brought 22s. to 22s. 6d. per cwt. for very good and fine medium grain TP in diamond LS under, and privately at 23s.; 58 bags very brown large sold at 18s. 6d. to 19s. Flour: With only 293 tons afloat to London against 1,236 tons last year, and with a marked falling off in the quantity afloat to Liverpool (381 tons against 2,010 tons); a speculative feeling has existed towards this article, and very large sales of Borneo have lately been effected privately at 14s. per cwt., and part of 678 bags Singapore by auction at same figure. The price is moderate, but the quantity afloat direct from Borneo is not generally known, and the stock in Liverpool is very heavy, being 33,806 bags.

**STICLAC.**—A new parcel of 378 boxes fine clean Siam sold well; very bold 57s. 6d. to 62s.; small and dusty, 54s.; 150 cases Calcutta part sold at 38s. 6d. to 50s.

**SAPANWOOD.**—Slightly firmer; considerable parcels of Siam and Ceylon Wood offered at auction but retired.



**TAPIOCA.**—Both Malacca and Penang have been more sought after, and prices (especially for good) are firmer. Of 1318 bags Singapore at auction about one-half sold, viz., extra fine at 3½d.; fine, per Empress of India, at 3d. to 3¼d.; very good at 2½d., and good, 2¼d. to 2½d. per lb. No common offered. Of 526 bags Penang, about 250 bags were quitted, chiefly damaged, from ½d. to 2d. per lb., with fair sound, per Mofussilite, N.S., Alma under, at 2¼d. to 2½d. per lb., and about 500 bags privately at same figures, and more recently 400 bags at 2¼d. per lb. Flour: 525 bags salvage from Dharwar, and very middling quality, retired at 1½d. to 2d. per lb. Pearl Tapioca: Has been in strong inquiry, and privately a large quantity sold at 22s. 6d. to 23s. per cwt. At sale extra large grain sold at 25s., and bullets at 28s., and more recently 340 packages at 22s. 6d. for good, and fine medium. Extra large at 23s. 6d., and very middling medium in bags at 21s. to 21s. 6d. per cwt.

**TORTOISESHELL.**—Prices are steady; 16 cases Singapore have been offered at auction and about half sold; rather mixed in quality, generally good substance, little scabby, at 14s. to 14s. 6d.; more mixed with common red, at 13s. 6d.; thin red, at 11s.; medium shell and chicken, good clean 13s. 6d. Penang: 1 case very mixed, much common, at 8s. per lb.

## NEW YORK MARKET REPORT.

## TEA.

There is no change in the general features of the market. There is not much stock offering, and although buyers are scarce just for the moment, prices are held with confidence. We note sales of 5,100 half-chests Oolong, to arrive by the Craigie Lee; 400 half-chests Green, ex Chinaman; 841 half-chests do., ex Atina. The following are the currency prices for jobbing lots:—Greens, common to fair Hyson, 78c. to 99c.; good to fine do., 95c. to \$1.10; extra fine to finest do., \$1.15 to \$1.40; common to fair Young Hyson, 70c. to 80c.; good to fine do., 85c. to \$1.10; extra fine to finest, \$1.20 to 1.55; common to fair Gunpowder, 78c. to \$1; good to fine do., \$1.05 to 1.20; extra fine to finest do., \$1.35 to 1.70; common to fair Imperial, 78c. to \$1; good to fine do., \$1.05 to 1.20; extra fine to finest do., \$1.30 to 1.50; common to fair Twankay, 62c. to 68c.; good to fine, 70c. to 80c.; common to fair Uncoloured Japan, 75c. to 85c.; good to fine do., 90c. to \$1.05; extra fine to finest do., \$1.10 to 1.30; common to fair Oolong, 65c. to 70c.; good to fine do., 75c. to \$1; extra fine to finest do., \$1.10 to 1.50; common to fair Soucheong, 75c. to 85c.; good to fine do., 96c. to \$1.10; extra fine to finest, \$1.25 to 1.50.

The total receipts of Tea from China and Japan at the port of New York from Jan. 1 to Feb. 9, 1870, were as follows:—Greens, 1,854,803 lbs.; Japans, 22,813 lbs.; Soucheongs, 990,660 lbs.; Oologs, 1,403,564 lbs.; other sorts 14,000 lbs.; total, 4,285,840 lbs. The stock on Jan. 1 was 9,866,167 lbs.; which, added to the above total, gives a result of 14,152,007 lbs. Subtracting from this total the exports from Jan. 1 to Feb. 9, 302,658 lbs., and the withdrawals for home consumption during that period, 3,470,497 lbs., there remains a total of 10,378,252 lbs., representing the stock on the last-named date. The receipts from Jan. 26 to Feb. 9 amounted to 678,409 lbs.; the withdrawals for home consumption to 2,748,226 lbs.; and the exports to 131,602 lbs.

**COFFEE.**—There is a dull tone apparent in the market generally, and the only sales of East India have been a few lots Java at the current quotations, which rule lower, viz.:—Java (mats), 19c. to 21c.; do. (Government bags), 12½c. to 21½c.; Manila, 16c. to 17c.; Singapore, 18c. to 19c.; Native Ceylon, 17½c. to 19½c. gold (duty paid). The stock of Manila on the 1st Feb. was estimated at 2,627 bags, against 6,769 bags on Feb. 1, 1869; of Java (Government) at 1,385 bags, against 2,451 bags; of Java, 18,857 mats, against 27,808 bags; of Ceylon 2,000 bags, against 7,000 bags; of Singapore nil, against 2,270 bags.

**CHINA MATTING.**—The market is quiet at the following prices:—4-4 white, 30c.; 5-4 white, 35c.; 6-4 white, 40c.; 4-4 red checked, 35c.; 5-4 red checked, 40c.; 6-4 red checked, 45c. There is a stock on hand amounting to about 2,000 rolls, while the quantity afloat is considerable.

**CAMPOR.**—China is quoted 18c. gold (in bond).

**GAMBIER.**—The current quotation is 4½c. to 4¾c. gold (duty paid) stock, small.

**ESSENTIAL OILS.**—Aniseed is quoted \$2.12½; Cassia, \$1.25 gold (in bond).

**HEMP.**—Manila exhibits less depression than when we last reported, and sales have been effected of 1,000 bales at 14½c., and 2,000 bales superior at 14½c. gold, both sixty days prompt. At the close the price cannot be quoted over 14½c. at which quotation there are sellers but few buyers. The stock of Manila on the 1st Feb. was estimated at 17,813 bales, against 6,214 bales at the corresponding date of 1869, and 19,546 bales in 1868. The imports into the United States during the month of February were 4,875 bales, against 15,829 bales during February last year, and the quantity afloat on the 1st February was 37,931 bales, against 18,968 bales at the same date last year.

**INDIGO.**—The market for Manila continues very quiet, and the only sale reported has been 20 cases at \$1.10 to \$1.35 currency.

**PRESERVED GINGER.**—China is quoted \$10 to \$10.50 currency (duty paid).

**RHUBARB.**—The quotation for China is \$1.50 to \$2.50 currency (duty paid).

**RICE.**—East India is entirely out of demand, and there is no business to report beyond the sale of a few bags Rangoon for export at the figures previously ruling, viz., \$3 to \$3.25 gold. The stock of East India on the 1st Feb. was 7,506 bags, against 12,816 bags at the corresponding date last year, and 4,342 bags in 1868.

**SILK.**—These have been a slight accession of activity in the market, with moderate deliveries and small imports. In China and Canton descriptions fine qualities are scarce and command higher prices, good and common remaining steady; for Japans the inquiry is limited. The following are the current quotations:—Tsatlee, Nos. 1 and 2, none;

Tsatlee, No. 3, \$9.50 to 10; Tsatlee, Nos. 4 and 5, \$8.50 to 9; Tsatlee, re-reeled, \$9.50 to 10.25; Taysaam, Nos. 1 and 2, \$8 to 8.75; Taysaam, Nos. 3 and 4, \$6.75 to 7.25; Taysaam, re-reeled none; Haineen, \$9.50 to 10.50; Canton, extra fine, \$8.25 to 8.75; Canton, re-reeled, No. 1, \$7.50 to 7.75; Canton, re-reeled, No. 2, \$7 to 7.25; Japan, Mybashi, nominal; Japan, Soda, \$8.50 to 9; Japan, Oshio, re-reeled, \$10; Japan, Koshu, \$8.50 to 9. The imports from 31st January to 19th February were 536 bales.

**SUGAR.**—The market for West India is fairly active, but for East India there is an entire absence of inquiry, and prices are nominal. The stock on the 1st Feb. was of Java 810 baskets, against 310 baskets at the corresponding date last year; of Manila 230,253 bags, against 78,808 bags; of China 614 bags, against 1,000 bags.

Prices are unsettled and inactive, owing to the proposed change in the tariff. We quote Cassia 43c. to 44c.; Ginger, 11½c.; Mace, \$1.25 Pepper, 26c.; Nutmegs, 95c. to \$1; Pimento, 17½c. to 18½c.; Cloves, 26c., gold. We note the sale of 10,000 mats Cassia, to arrive, at 23c., gold, in bond.

**SAPANWOOD.**—The current quotation is \$30 currency, and the stock is estimated at about 300 tons.

**TIN.**—There has been an increased demand for Straits, resulting in sales of 600 slabs at 32c. gold, showing an advance of 1½c., and of 2,000 slabs, to arrive per Lorenzo, at 30½c. gold. Banca has likewise improved, being quoted 33½c. to 34c. gold. The stock in New York and Boston is estimated at 6,500 slabs Straits, with 13,000 slabs afloat.

## SAN FRANCISCO MARKET REPORT.

**COFFEE.**—No business is reported in any description of East India. **OILS.**—There is a good demand for China Nut Oil, and extensive sales are reported at \$1.10 to 1.12½. The imports during the month of February were 860 boxes.

**RICE.**—Imports from Jan. 1st to Feb. 1st: China, 38,180 mats. There is a steady trade demand for China, with sales, in lots, of 2,500 mats, at 5½c. to 5¾c. Extra No. is held at 5½c. to 6c.

**SPICES.**—Of Black Pepper, sales are reported of 40 bales, terms withheld; quotations, Cassia, \$1.87½; Cloves, \$1.50; Pepper, \$1.25.

**SUGAR.**—We note sales of white China, to some extent, at 11c. to 11½c.; the import of China for February was 716 packages.

**TEA.**—Imports from Jan. 1st to Feb. 1st: China, 1,333 pkgs.; Japan, 3,481 pkgs. There is no special demand; the jobbing requirement is quite up to the average. "Basket" is held at 55c., though at auction 30 bales sold at 51c. We quote Japans at 55c. to 85c., according to quality and package.

## SHIPPING.

**ARRIVALS.**—Feb. 4, at Boston, from Manila, Archer; 9, at New York, from Shanghai, Atma; 11, from Foochow, Mary Whitridge; 14, from Foochow, Queen of the Seas; 16, at San Francisco, from Hong Kong, Japan; at New York, from Hilo, Competitor; from Yokohama, Mary Lee; at Boston, from Manila, Mariano; 17, at New York, from Canton, Enrique; at San Francisco, from Batavia, Noord Brabant; 18, at New York, from Hong Kong, Willie Rickmers; from Singapore, Gembok; 23, from Shanghai, Everhard; March 2, from Amoy, Craigie Lee.

**DEPARTURES.**—Feb. 5, from San Francisco, for Manila, Daniel Mary; for Yokohama, Catalima; for Hong Kong, S. G. Reed; from Boston, for Batavia, Fearless; 6, from San Francisco, for Manila, Asa Eldridge; 11, from New York, for Straits, Zephyr; from San Francisco, for Manila, Horatio Harris; 12, for Hong Kong, Clothilde; 14, for Yokohama, Nightingale.

**LOADING.**—At San Francisco, for Hong Kong, North Star; at New York, for Batavia, W. A. Farnsworth; for Hong Kong and Shanghai, Samuel Russell; for Shanghai, Game Cock.

## Shipping Intelligence.

## ARRIVALS.

| Date.   | Ship              | Captain.   | From                   | At             |
|---------|-------------------|------------|------------------------|----------------|
| Feb. 22 | Gauntlet          | Sutherland | Macao, &c.             | London         |
| — 23    | Elizabeth Cushing | —          | Manila                 | Downs          |
| Feb. 22 | Alfred            | Gronow     | Rangoon                | Bremerhaven    |
| — 23    | County of Ayr     | M'Nicol    | Padang                 | Brouwershaven  |
| — 25    | Sarah Newman      | —          | Rangoon                | Liverpool      |
| — 23    | Somerset          | Hicks      | Batavia for Amst'dm.   | Off the Lizard |
| — 16    | Jourdain          | Armandeau  | Macao                  | Callao         |
| — 28    | Empress           | Cooper     | Foochow                | London         |
| — 28    | Pak Wan           | Shick      | Canton, &c.            | Do.            |
| — 28    | Edward P. Bouvier | Tilly      | Foochow                | Do.            |
| — 28    | George Shotton    | Baily      | Do.                    | Do.            |
| — 28    | Rollo             | Taylor     | Shanghai               | Deal           |
| — 28    | Lizzie Iredale    | Wilding    | Do.                    | Do.            |
| — 28    | Vincenza          | Bassich    | Manila                 | Do.            |
| Jan. 17 | Louisa Canavaro   | Dimozo     | Macao                  | Callao         |
| — 18    | Ruanymede         | Hore       | Zebu                   | Coquimbo       |
| — 28    | Zeibendi (?)      | Jollie     | Batavia for Amst'dm.   | Off Falmouth   |
| Feb. 1  | Kvik              | Lorange    | Amoy                   | London         |
| — 2     | Taffarette        | Bocher     | Hong Kong              | Have           |
| Feb. 28 | Wynaud            | Jones      | Colombo                | Off the Lizard |
| — 27    | Noach II.         | Hoefman    | Batavia                | Brouwershaven  |
| — 27    | Willem Poelman    | Kettler    | Do.                    | Do.            |
| — 27    | Krusebjorn        | Pongt      | Samarang               | Do.            |
| Feb. 1  | Solide            | Schmidt    | Bangkok                | Falmouth       |
| — 2     | Taunton           | Hogg       | Shanghai               | London         |
| Feb. 28 | Aimo              | Engberg    | Batavia                | Texel          |
| — 1     | Ridderkirk        | Bunk       | Pasareoang             | Brouwershaven  |
| Feb. 2  | Passover          | Pearson    | Colombo                | London         |
| — 1     | Sumatra           | —          | Batavia, for Rotterdam | Deal           |
| — 1     | Eurydice          | Betts      | Do., for Amsterdam     | Off Dungeness  |
| Feb. 28 | Inselinde         | Jollie     | Batavia, for Rotterdam | Off Falmouth*  |
| Feb. 2  | Scindry           | V. Det     | Do., &c.               | Texel          |
| — 3     | Christian Ranken  | Foe        | Samarang               | Do.            |
| — 3     | —                 | —          | Bangkok                | Marseilles     |

\* With loss of iron foreyard.



## DEPARTURES.

| Date.   | Ship.              | Captain.     | For                                       | From            |
|---------|--------------------|--------------|-------------------------------------------|-----------------|
| Feb. 18 | Lord of the Isles  | Petrie       | Java                                      | Shields         |
| Feb. 18 | California         | Deinum       | Sourabaya                                 | Plymouth*       |
| — 17    | Auguste            | Rach         | Manila                                    | Cardiff         |
| — 19    | Koningin Augusta   | Pritzen      | Natavia                                   | Liverpool       |
| — 20    | Aurora             | Ba-terrechen | Manila                                    | Do.             |
| — 21    | Kinrold of Belgium | Smith        | Singapore                                 | London          |
| — 22    | Zuid Holland       | —            | Batavia                                   | Shields         |
| — 22    | Clara              | Power        | Shanghai                                  | London          |
| — 19    | Far East (str.)    | Swaffin      | Singapore, via Suez C.                    | Port Glasgow    |
| — 22    | Floris             | Ellis        | Yokohama                                  | Liverpool       |
| — 22    | Diomed (str.)      | Crompton     | Penang, Sing., China, &c., via Suez Canal | Do.             |
| — 22    | Golden Hind        | —            | Anjer                                     | Do.             |
| — 23    | Devana             | Thomson      | Hong Kong                                 | London          |
| — 21    | Riggleader         | Hamilton     | Do                                        | Cardiff         |
| — 21    | Ferdinand Brumm    | Voss         | Singapore                                 | Do.             |
| — 24    | Belle Marguerite   | Dusaussay    | Cardiff and Galle                         | London          |
| — 24    | Ellen Lamb         | Braithwaite  | Singapore                                 | Liverpool       |
| — 22    | Bothwell Castle    | Stewart      | Do, &c.                                   | Glasgow         |
| — 25    | G-raine            | Watt         | Shanghai                                  | London          |
| —       | Faithlee           | Gibbons      | Do.                                       | West Hartlepool |
| — 26    | Shooting Star      | McKenzie     | Colombo                                   | London          |
| — 27    | W. G. Russell      | Jewett       | Shanghai                                  | Liverpool       |
| — 28    | Eleanor            | Norrie       | Penang                                    | London          |
| — 26    | Fortuna            | Gautschow    | Singapore                                 | Cardiff         |
| — 28    | Singapore          | —            | Yokohama                                  | Liverpool       |
| Mch. 2  | Surbiton (str.)    | Marshall     | Colombo, &c., via Suez Canal              | Do.             |
| — 4     | William Fruing     | Chevalier    | Hong Kong                                 | London          |

\* After repairing.

(See Commercial Postscript and Correspondents' Letters.)

## LOADING.

At LONDON.—For Nagasaki and Chefoo: Zohra. For Yokohama: Lota, Epiogle, Rollo, Pak Wan. For Yokohama and Hiogo: Pegasus. For Tientsin and Newchwang, George Shotton. For Shanghai: Hindostan, Glenavon, Jungfrau, Blackadder, Northampton, City of Hankow: Lizzie Iredale, Taunton. For Hong Kong: Invincible, Sir Harry Parkes, Joseph Sprott, Lord Macaulay, Lufra. For Singapore: Windermere. For Singapore, Hong Kong, Shanghai, Nagasaki and Yokohama (via Suez Canal): Nile (str.). For Colombo: A.O.A., Gauntlet, Wynaud.

At LIVERPOOL.—For Nagasaki, Hiogo and Yokohama: Oberon. For Shanghai: Jumna. For Manila: Hong Kong, Maria Fidela. For Singapore: Knight Templar, Malacca. For Batavia, Sourabaya and Samarang: Spirit of the Day. For Colombo, &c. (via Suez Canal): Statesman (str.).

At GLASGOW.—For Hong Kong: Kildonan. For Manila and Ilo Ilo: Aureliana. For Singapore: Roslin Castle. For Batavia and Sourabaya: County of Lancaster.

## SPOKEN.

MARLE, Hong Kong to Havre, Dec. 16, 27 S., 54 E.  
TAVISTOCK, Shanghai to London, Dec. 6, 22 S., 70 E.  
CITY OF DUBLIN (?), Ceylon to London, Dec. 8, 22 S., 68 E.  
CHRISTINA MARGARETHA, Batavia to Amsterdam, Dec. 12, 25 S., 62 E.  
CECILIA, Hong Kong to Falmouth, Jan. 8, 25 S., 3 E.  
MARTHA KAY, Liverpool (?), to Japan, 138 days out, Nov. 10, 4 S., 125 E.  
TAEPIG (ship), London to Shanghai, Dec. 28, 33 S., 19 W.  
ALBERT VICTOR, China to London, Jan. 3, 33 S., 32 E.  
BESTEVARR (Dutch vessel), Java to Amsterdam, Jan. 13, 35 S., 22 E.  
PETER MANN (Dutch vessel), Canton to New York, Jan. 15, 35 S., 17 E.  
BRITISH CROWN, Shields to Singapore, 106 days out, Dec. 3, 7 S., 104 E.  
COUNTY OF AYE, Padang to Rotterdam, Dec. 16, 13 S., 10 W.  
BUSTON VALE, London to Penang, Dec. 18, 30 S., 26 W.  
WILD ROVER, Manila to Boston, Dec. 20, off the Cape of Good Hope.  
ROYAL VISITOR, Cardiff to Galle, Jan. 5, 12 S., 33 W.  
BEITED WILL, London to Hong Kong, Dec. 31, 28 S., 27 W.  
ELLEN (brig), Batavia to Rotterdam, Jan. 22, 14 N., 36 W.  
POLAR STAR (brig), from Foochow, Jan. 21, 4 S., 19 W.  
BETTY, Amsterdam to Batavia, Jan. 4, 21 S., 32 W.  
GLANCE, Plymouth to Ceylon, Dec. 31, 27 S., 31 W.  
DIANA, Bordeaux to Hong Kong, Nov. 14, at entrance of Gaspar Straits.  
EMMA DAVID (N. G. barq.), Bangkok to Falmouth, Jan. 21, 1 N., 23 W.  
DUTCH SHIP, Amsterdam to Batavia, Jan. 4, 2 N., 24 W.  
ENGLISH VESSELS, No. 2938 or 2908, Ldn. to Shinghi, Feb. 22, 38 N., 19 W.  
MAAS NYMPH, Cardiff to Galle, Dec. 28, 20 S., 30 W.  
THYATIRA (Eng. h.), Ldn. to Shinghi, strg. S.W., Feb. 13, 38 N., 21 W.  
DUNCAN, London (?) to Shanghai, Feb. 22, 38 N., 19 W.  
ADRIANA, Rotterdam to Batavia, Dec. 12, 38 S., 25 E.  
AMSTELSTROOM, Amsterdam to Batavia, Dec. 27, 11 S., 33 W.  
ELLEN HUNTER, Batavia to Rotterdam, Jan. 22, 14 N., 36 W.  
AMADIES (Dutch schor.), China to Falmouth, Dec. 29, 34 S., 63 E.  
OSCREANA (?) (Dutch), Bangkok to Falmouth, Jan. 6, 46 S., 56 E.  
RAINBOW, Penang to Boston, Jan. 4, 24 S., long. —  
PANAMA, Liverpool to Hong Kong, Nov. 16, in Banca Straits.  
J. W. A. LORENZEN, Singapore to Boston, Jan. 12, 12 S., 11 W.  
JACOB A AND CHRISTINA, Batavia to Amsterdam, Jan. 19, 5 S., 17 W.  
BENVENUE, Penang to London, Dec. 33, 35 S., 23 E.  
DALHOUSIE, Batavia to Amsterdam, Feb. —, 47 N., 13 W.  
PRECEPTOR, Ilo Ilo to New York, Nov. 13, in the Straits of Sunda.  
ROME, Hong Kong to London, Jan. 12, off Ascension.  
BURDWAN, London to Hong Kong, Jan. 21, 4 N., 22 W.  
ADLER (N. G. brig), Canton to Hamburg, Feb. 7, 58 N., 31 W.  
TAVISTOCK (brig), Shanghai to London, Jan. 17, 6 S., 17 W.  
BRIDE, Sunderland to Galle, Dec. 24, 36 S., 13 W.  
CHINAMAN, London to Shanghai, Dec. 5, 2 N., 26 W.  
QUEEN'S OWN, Sunderland to Singapore, Dec. 30, 34 S., 1 E.  
WESTWARD HO, Cardiff to Singapore, Dec. 5, 29 S., 26 W.  
BATAVIA, Rotterdam to Batavia, Jan. 25, 1 N., 22 W.

## FREIGHTS AND CHARTERS.

There have been a great many arrivals since our last issue, and the

berths to the Eastern ports are well filled; rates remain about the same coal freights from the Northern outports are without improvement.

Current rates of freight for vessels on the berth:—To Yokohama 32s. 6d. weight, 35s. meat; per steamer, via Suez Canal, 120s. weight 110s. meat. To Shanghai: 40s. weight, 30s. meat; per steamer, via Suez Canal, 90s. weight, 80s. meat. To Hong Kong: 35s. weight, 30s. meat; per steamer, via Suez Canal, 80s. weight, 70s. meat. To Batavia: 25s. weight, 30s. meat. To Penang: per steamer, via Suez Canal, 80s. weight, 70s. meat. To Singapore: 30s. weight, 25s. to 30s. meat; per steamer via Suez Canal, 70s. weight, 60s. meat. To Ceylon: 20s. to 25s. weight, 20s. meat; per steamer, via Suez Canal, 60s. meat. At New York to China: \$12 to \$15 per ton of 40 cubic feet.

The current quotations for coal, &c., are as follows:—From Wear or Tyne per keel.—For Yokohama: £35. For Shanghai: £41. For Hong Kong: £20. For Singapore: £26. For Galle: £25. From Newport, Cardiff, or Swansea per ton.—For Yokohama: £1 15s. For Shanghai: £2 2s. For Hong Kong: £1 7s. For Singapore: £1 4s. For Saigon: £1 5s. For Galle: £1 5s.

## CASUALTIES.

The Engineer, which put into Pentewan, Feb. 21, reported that on the 17th, 50 miles S.W. of Scilly, she boarded the County of Ayr, of Glasgow, McNicol, from Padang to Rotterdam, with loss of bulwarks; some of the crew sick, and short of provisions, and supplied her with bread and potatoes.

The Crown, Aubin, from Yokohama to London, which arrived at St. Helena, Jan. 26, reported having experienced a hurricane on the 14th and 15th Dec., 22 S., 71 E., during which she lost sails, water-casks, &c.

The Clara, Power, from London to Shanghai, was in collision off Southend, Feb. 24, and parted from an anchor and 35 fathoms of chain; she was in consequence detained there, and arrangement had been made to recover the anchor.

Advices from Alexandria, dated Feb. 25, state that the Otterburn (str.), from London to Colombo, via Suez Canal, had stranded, Feb. 23, at the entrance of Aboukir Bay, near Rosetta (mul bottom), and the H.M.S. Himalaya, accompanied by a tug, had left to assist in getting her off.

The Fuh Lee (str.), Gibbons from West Hartlepool to Shanghai, arrived at Gravesend Feb. 28; was in collision with a brig during the night of Feb. 24, and lost foretopmast and a part of bulwarks.

The Enrique, Orcutt, which arrived at New York, Jan. 17, from Canton, had experienced heavy gales, during which she sprung foremast and sustained other damage.

The Menam, Wilson, from Sunderland to Galle, which put into Capetown, Dec. 19, was discharging.

There are rumours of the Neil Gwyn, from Java to Holland, being lost, as several bales of tobacco with marks of her cargo have been picked up and landed at Havre, Dieppe, and Trouville, on the French coast.

## MISCELLANEOUS.

At Table Bay, Jan. 4, Daphne, Osuldsen, from Frederickstad, and sailed 6 for Shanghai; 8, Cataluna (str.), Exzodello, from Macao and left 11, for Havana; 16, County of Forfar, Lamont, from Sourabaya; 19, Manila (str.), Rochford, from Waterford, for Manila; 6, Wilhelmina Emma (str.), Donaldson, from Glasgow, left for Yokohama.

At St. Helena, Jan. 13, Ida Elizabeth, Dooren, from Batavia, and sailed 14 for Rotterdam; Angela, Onate, from Manila, and sailed 15 for Plymouth; 14, Hollandia, Nieuwenhuijs, from Macasar, and sailed for Amsterdam; Nanib, Prentice, from Amoy, and sailed 15 for New York; 15, Elizabeth, Feenstra, from Batavia and sailed for Amsterdam; Catharina Maria, Van Auerangen, from Tjilatjap, and sailed 16 for Schiedam; Asphodel, Bayfield, from Colombo, and sailed for Boston; Jeannie, Cromwell, from Foochow, and sailed 16 for Boston; 16, Affghan, Fisher, from Singapore, and sailed for Liverpool; 17, Indiana, Cooper, from Bangkok, and sailed for the Channel; 18, Koning Willem II., Besseling, from Batavia, and sailed 19 for Amsterdam; 23, Annie Fleming, Garrick, from Samarang, and sailed 24 for Clyde; 26, Dordrecht II., Rotgans, from Padang, and sailed for Amsterdam; Crown, Aubin, from Yokohama, and sailed 27 for London; Ceylon, Davie, from Foochow, and sailed for London; Panuco, Beattie, from Foochow, and sailed 28 for London; 28, Wilhelmina and Clara, Van Herwerden, from Batavia, and sailed for Amsterdam; 29, River Eden, Valder, from Canton.

Off St. Helena, Jan. 14, Polar Star, from Foochow, for London; Minister Fransen van der Putte, from Batavia, for Rotterdam; Southern Cross, from Colombo, for London; Stad Dokkum, from Java, City of Paris, from Colombo, for London; 26, Messenger, from Manila, for Boston.

At ST. VINCENT, C.V.—Feb. 6, Merrie England, M'Mahon, from Cardiff, and sailed 7 for Yokohama.

At SUEZ.—Feb. 11, Chu Kiang (str.), Warden, from London, for Singapore, Penang, &c.

At MALTA.—Tszree (str.), from London, for Japan (via Suez Canal), ten days from Plymouth.

At PORT SAID.—March 3, Erl King (str.), Steele, from London, for Singapore, China, &c., would partly coal and proceed on 4th.

The Salvage Association have issued a report relating to the wreck of the Spindrift, in which the following paragraph occurs:—"There is hanging about the broken iron, ribs, and beams, a very large quantity of calico, velvet, and all sorts of stuff out of the broken cases, spun up like ropes by the action of the sea and tied into innumerable knots, so that it is sometimes dangerous for the divers to go down amongst it."

The Glenduror was towed off the main on the morning of the 19th ult., making but little water, and was safely docked into the Victoria Docks the same day.

Advices from Vannes received at Nantes Feb. 17, state that great anxiety was felt there concerning the Behrend (Ger. ship), Nagel, which sailed from Bordeaux Jan. 28, for Yokohama; a case, the marks and contents of which are said to have been perfectly recognised as those of one shipped by that vessel, having been found ashore near Vannes.

A.D. 1870.

# GRANT'S TRANS-MONGOLIAN TELEGRAMS VIA KIACHTA.

## TELEGRAMS FROM EUROPE.

TELEGRAMS for CHINA or JAPAN may be despatched from any Telegraph Station in Europe on any Tuesday, commencing from the 22nd February, to Tuesday, the 29th November, inclusive.

Telegrams must be addressed "GRANT, KIACHTA."

If Express, "GRANT, KIACHTA, Express."

Express Telegrams may be Despatched on any day. They are forwarded by Special Couriers within Half-an-Hour of their delivery at Kiachta.

### CHARGES FROM KIACHTA.

Twenty words or under ... .. Tael 12

And for every additional ten words or under ... .. 4

Express Telegrams—Tls. 150 plus Tls. 2 for every Ten Words.

The charges are payable by the receiver to the Agents within THREE DAYS of delivery; otherwise 20 per cent. will be added to the above rates.

*The Sender is responsible for the payment in case the receiver fails.*

|                            |                                   |
|----------------------------|-----------------------------------|
| Agents at Shanghai . . . . | Messrs. HALL and HOLTZ.           |
| " Tientsin . . . .         | " J. LIVINGSTON and Co.           |
| " Yokohama . . . .         | Mr. E. L. B. McMAHON.             |
| " Kagan . . . .            | Messrs. MATRINSKI and KAYANTZOFF. |

Telegrams for Ports South of Shanghai are forwarded by Messrs. HALL and HOLTZ.

HEAD OFFICE—KIACHTA, ORIENTAL SIBERIA.

C. MITCHELL GRANT, Proprietor.

WILLIAM HAGEMANN, Secretary.

### LONDON AGENCY,

" LONDON AND CHINA TELEGRAPH " OFFICE, 2, COWPER'S COURT, CORNHILL.

## REDUCED TO TEN AND A-HALF DAYS.

I have the pleasure to announce that I have succeeded in reducing the contract time for this year by TWELVE HOURS.

Telegrams from Kiachta to Tientsin, and vice versa, will be delivered in

### TEN DAYS AND A-HALF.

I have made an engagement to pay a Tael for every hour a Courier arrives in advance of the time, and I think that many Despatches will be transmitted in Ten Days.

I take this occasion to thank the Gentlemen who subscribed their names to establish GRANT'S TRANS-MONGOLIAN TELEGRAPH SERVICE. Having now repaid the whole of the Capital advanced to me, I have reduced the charges on Telegrams, to prove that I am not unmindful of the confidence they showed me.

C. MITCHELL GRANT.

KIACHTA, January 10, 1870.

# STRAITS SETTLEMENTS ASSOCIATION.

At a GENERAL MEETING, held on TUESDAY, the 22nd inst., the following Resolution was passed on the subject of THE PROPOSED SUPPLEMENTARY TREATY WITH CHINA.

That the Straits Settlements include altogether a population of 260,000, of which fully one half are Chinese, and the Association are of opinion that the appointment of a Chinese Consul in the colony under Art. No. 2 of the Supplementary Convention to the Treaty of Tientsin, is inexpedient, and highly to be deprecated, because—

1. It is well known that officials of the Chinese Government act under a system which, if it does not tolerate, is certainly attended with the practice of extortion and the most flagrant abuse of authority.
2. The Chinese system and usage unfortunately admits of such malpractices being carried out, not only against the individual, but upon his family and connections resident in China, and the threats of a Consular officer in this direction would seldom fail of effect, and make his office a source of anxiety and dread to all within the reach of his authority.
3. The number of Chinese in the Straits who are British subjects is large and steadily on the increase, and it would be a manifest injustice to allow of such undue influence being exerted over them as might be exercised by the Chinese.
4. The Chinese inhabitants of the Straits Settlements are fully alive to the advantages they enjoy under the British Government, and the Association believe that they would deprecate the appointment of a Chinese Consul on the grounds that it would materially interfere with their personal security and social comfort.

P. F. TIDMAN, Hon. Sec.

21, St. Swin's-lane, 23rd February, 1870.

# COMPTOIR D'ESCOMPTE DE PARIS.

Incorporated by National Decrees of 7th and 8th of March, 1818, and by Imperial Decree of 20th July 1864, and 31st December, 1866.

Recognised by the International Convention of 30th April, 1867.

CAPITAL, fully paid up, £3,200,000.

Reserved Fund ... £20,000,000 ... £800,000  
HEAD OFFICE.—14, Rue Bergère, Paris.

AGENTS AT—Lyons, Marseilles, and Nantes (France). Alexandria (Egypt), Calcutta, Bombay, Hong Kong, Shanghai, Saigon (Cochin China), Bourbon (Reunion), and Yokohama (Japan).

LONDON BANKERS.—The Union Bank of London.

LONDON AGENTS.—13, Leadenhall-street, E.C.

MANAGER.—G. Pictet.

SUB-MANAGER.—Theodor Dromel.

The London Agency grants Drafts and Letters of Credit, and purchases or collects Bills payable at the above-named places.

The Agency will conduct Banking business of every description with the Continent, India, China, &c., upon terms to be ascertained at the Office.

# UNION INSURANCE SOCIETY OF CANTON.

DIRECTORS IN HONG KONG.

W. NISSEN, Esq.

J. P. DUNCANSON, Esq.

P. RYRIE, Esq.

W. KESWICK, Esq.

A. A. D. SASSOON, Esq.

E. A. HITCHCOCK, Esq.

W. LEMANN, Esq.

W. H. FOSTER, Jun., Esq.

AGENTS FOR LONDON.

Messrs. DENT, PALMER, and Co.

Marine Risks are accepted by the above Society on goods by first class vessels from the United Kingdom to India, China, Japan, Melbourne, and Sydney, at the current rates of premium.

Claims for Losses and Averages are payable in London, or at the Port of destination, as may be desired.

OFFICES:—

Nos. 9 and 11, KING'S ARMS YARD, MOORGATE STREET, E.C.

# HONG KONG AND SHANGHAI BANKING CORPORATION.

Capital, 5,000,000 dollars Paid up, 3,000,000 dollars.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON MANAGER.—W. H. Vacher, 32, Nicholas-lane BANKERS.—London and County Bank.

BRANCHES AND AGENTS:

|           |                  |           |
|-----------|------------------|-----------|
| Hong Kong | Hankow           | Singapore |
| Shanghai  | Japan (Yokohama) | Bombay    |
| Foochow   | Manila           | Calcutta  |
| Ningpo    |                  |           |

The Bank grants DRAFTS upon and negotiates or collects BILLS at any of its Agencies or Branches; also receives DEPOSITS for fixed periods, at rates varying with the period of deposit.

# Liebig's Company's Extract of Meat.

**AMSTERDAM EXHIBITION, 1869.**  
FIRST PRIZE, being above the Gold Medal. Supplied to the British, French, Prussian, Russian, Italian, Dutch and other Governments. One pint of fine flavoured Beef-tea at 2d. Most convenient and economical stock.

**CAUTION.** Only sort warranted genuine by the Inventor, Baron Liebig, whose signature is on every genuine jar.

Ask for **LIEBIG COMPANY'S EXTRACT**, and not for Liebig's Extract of Meat.

# ROBERT COCKS and Co.'s MUSICAL BOX.

A Caprice for the Pianoforte. Composed by I. LIEBICH, and performed by him at the Queen's Concert Rooms, Hanover-square, and twice encored. 3s.

**MEDICINE JACK** (Comic Song, Illustrated.) Music and words by A. S. GATTY. "Replete with genuine fun and humour."—Sun. Free by post, 19 stamps.

**THE SMILES OF THOSE WE LOVE.** Song. By W. F. Taylor. "The air is simplicity itself, and will be caught up at once, and the pretty and harmless character of the words renders it peculiarly appropriate as a song for the home circle."—Vide Orchestra. 3s.

**THE MOST REFINED AND AMUSING COMIC SONGS OF THE DAY.** Composed by Mr. A. S. GATTY. I Really am so Sleepy. I'll Not Try it Again. Put it Down to Me. Medicine Jack. Bobbie! Bobbie! B. R. A. G. Not so Bad for Me. A Lady's Song.

These songs may be sung in any drawing-room. 3s. each.

"I REALLY AM SO SLEEPY." By Alfred Scott Gatty.

"Mr. Alfred Scott Gatty is getting quite a reputation for his comic songs, and deservedly so. They possess far more real humour than the popular songs of the music halls, and we need hardly say are far above them in every respect. Mr. Gatty's words are funny without being vulgar, and there is not one of his songs but what has a hearty and legitimate laugh in it. 'I Really am so Sleepy' is a very simple melody, set to clever racy words, and will be sure to be a favourite amongst those who enjoy an honest comic ballad."—Vide Midland Illustrated News, Jan. 8.

London, Cocks and Co., New Burlington-street.

# PRICE'S

**BENZODYNE** AN INTERNAL STYPTIC of great value. In Cholera, Diarrhoea, and Dysentery this medicine far surpasses any other, having a peculiar mechanical power of putting a sudden stop to wasting diseases. Chronic Cough and blood-spitting are immediately relieved by it, as well as pain and debility of every kind. Prepared by Mr. PRICE, Analytical Chemist, 2, Lower Seymour-street, and 30, Duke-street, Portman-square, London; and sold by Chemists all over the world, in bottles at 1s. 12d., 2s. 9d., 4s. 6d., 11s., and 22s., or in dispensing bottles at 5s., 10s., and 20s. each.

# KEATING'S COUGH LOZENGES.

**THIS UNIVERSAL REMEDY** now stands the first in public favour and confidence; this result has been acquired by the test of fifty years' experience. These lozenges may be found on sale in every British colony; and throughout India and China they have been highly esteemed wherever introduced. For COUGHS, ASTHMA, and all AFFECTIONS of the THROAT and CHEST, they are the most agreeable and efficacious remedy; they do not contain opium or any other deleterious drug and may therefore be taken with perfect safety by the most delicate constitution.

Sold in boxes, tins, and bottles of various sizes.

# KEATING'S

# CHILDREN'S WORM TABLETS.

The great remedy for these disorders in Adults and Children can now be administered in the form of A PURELY VEGETABLE SWEETMEAT, at once agreeable and effective.

# TESTIMONIAL.

"SIR.—One of my children, aged two years and four months, being troubled with worms, I was induced to try your Bon Bons. I purchased some from Mr. B. Whitaker, chemist, of Batley, and after taking two only, she voided nine large worms. Two days after another dose, she again voided three more; three of them, the worst, measuring from 8 in. to 9 in. each in length. I consider them a most invaluable remedy, and should be tried by all suffering from worms. (Signed) "JOHN STENSON. "Witness, B. WHITAKER."

"To Mr. Keating, London."  
Sold in tins and bottles of various sizes.

# KEATING'S INSECT DESTROYING POWDER.

This Powder is QUITE HARMLESS TO ANIMAL LIFE, but is unrivalled in destroying Fleas, Bugs, Cockroaches, Beetles, Musquitoes, and every other species of insect. Sold in packets, tins, and bottles of various sizes.

The public are particularly requested to observe that all the above preparations bear the Trade Mark as herein shown.

Sold in Hong Kong and Shanghai by Watson and Co.; Singapore, Little and Co. and Woodford and Schreder; Ceylon, Pitters and Co. and Mailland and Co.; Penang, Gazette office.



TRADE MARK.

# HOLLOWAY'S PILLS and OINTMENT.

—DETERMINATION OF BLOOD TO THE HEAD, flushings, palpitations, and shortness of breath are cured by these grand regulators of the heart's impulse. Under Holloway's grand specific the current of blood throughout the body becomes steady and unchanged by the passing thought—hence the suffusion of the head and cheeks is avoided, and nervous embarrassment prevented. They in like manner remove excessive sensitiveness, so often the opponent to the ease and grace inherent in the healthy and strongly nerved frame, and eradicate the doubts of the nervous. In intellects declining from intense study, free living, or over anxiety, no equal remedy is attainable. Without exaggeration they give muscular energy to the paralysed and ease to the pained.

# OSLER'S CRYSTAL GLASS CHANDELIERS.

WALL, LIGHTS and LUSTRES for Gas and Candles. CHANDELIERS in Bronze and Ormolu. MODERATOR LAMPS and LAMPS for INDIA, TABLE GLASS of all kinds.

ORNAMENTAL GLASS, English and Foreign. Meas, Export, and Furnishing Orders promptly executed.

All articles marked in plate, figure. OXFORD STREET, W. MANUFACTORY and SHOW ROOMS.—Broad Street, Birmingham. Established 1807.

# RE-ENGAGEMENT WANTED, as BOOKKEEPER and ENGLISH CORRESPONDENT, by a GENTLEMAN having six years' experience in China and Japan. Satisfactory testimonials as to integrity and ability.

Address, YANETZ, 13, Buckingham-street, Strand.

# NOTICE

**MORRIS'S DIRECTORY for CHINA, JAPAN, and the PHILIPPINES, &c.**, to be published on the 1st Jan., 1870, contains a Revised List of the Foreign Residents at all the open Ports of the China Sea, including Saigon, which has never yet been included in any similar work; together with the Time Tables of the different Steamship Companies, Rates of Postage, Local Ordinances, and such other matter as will be useful to all interested in the China trade. No trouble or expense has been spared to make this the most accurate publication of the kind ever offered to the public.

Price, complete in one volume, 14s. Orders received by the Publisher of the "London and China Telegraph," 2, Cowper's-court, Cornhill, E.C.

# "THE CHINA MAIL."

No. 2, WYNDHAM-STREET, HONG KONG. NOTICE.—THE BUSINESS heretofore carried on under the style of "Shortrede and Co." was this day purchased by the undersigned, in whose name and by whom it will henceforth be conducted, and to whom all outstanding accounts owing to the said business are to be paid.

Hong Kong, Aug. 15, 1867. CHAS. A. SAINT

# NOTICE TO ADVERTISERS.

THE DAILY CHINA MAIL.—Six pages; published every evening (except Sunday). Subscription, 24 dols. per annum. Circulates in Hong Kong and along the China and Japan coasts. Terms of advertising:—Ten lines and under, 1 dol.; each additional line, 10 cents; one-half of these charges for repetitions. In Chinese, 2 cents per character for any number of days during the current week.

THE OVERLAND CHINA MAIL.—Compiled from the Daily China Mail, is published twice a month on the morning of the English mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those countries. It contains, besides, a Shipping List for Shanghai, Hong Kong, Canton, and Macao, and a complete Commercial Summary.

Subscription, 12 dols per annum, payable to any of the undermentioned agents. Postage added. Terms of advertising:—Same as in Daily China Mail.

AGENTS.—London: F. Algar, 11, Clement's-lane, Lombard-street, E.C. San Francisco: White and Bauer, 518, Clay-street, San Francisco. Swatow: Brown and Co. Amoy: Giles and Co. Foochow: Thompson and Co. Shanghai: H. Fong and Co. Manila: Karuth, Heinzen, and Co. Australia: Gordon and Gotch, Melbourne and Sydney. Singapore: Locke, Honghee, and Co. Batavia: H. Van Dorp.

# COWASJEE DINSHAW.

Close to the Landing Place, Depot of EUROPEAN CHINA AND INDIAN WORK.

WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade. Perfumery, Confectionery, Oilman's Stores, and Stationery of every description. Oil, Toppes and Canvas Shoes, &c., &c., &c. STEAMER POINT, ADEN.

Drawing and Reading-room free to Passengers. The London and China Express on SALE.

**C. KRAMER** begs to inform the public that he has established himself at this place as NURSERYMAN and SEEDSMAN, and is fully prepared to execute any order for Japanese plants, bulbs, or seeds for any part of the world.

An experience of four years in this business in foreign parts two of which has been gained in this country, may ensure the confidence of customers.

Orders must be accompanied by remittances or references, and letters must be addressed to

C. KRAMER,

No. 63, BLUFF, YOKOHAMA.

# THE SAIGON ADVERTISER & SHIPPING GAZETTE.

A SUMMARY of Commercial and Shipping Reports from SAIGON, and a Record of Progress in COCHIN CHINA.

Subscription, £5 per annum, exclusive of postage. London Agency: THE LONDON AND CHINA TELEGRAPH Office, 2, Cowper's-court, Cornhill, London, E.C.

**THE STRAITS TIMES.**—Daily, weekly and fortnightly editions; published in Singapore for circulation throughout the STRAITS SETTLEMENTS, JAVA, BORNEO, SIAM, FRENCH COCHIN CHINA, CHINA, and JAPAN.

This paper, which is the oldest in Singapore, and the most widely circulated throughout the FAR EAST, offers an excellent medium for the advertisements of shipbuilders, machinists, manufacturers, patentees, &c., in the United Kingdom.

Advertisements to be forwarded through an Agent in Singapore, or GEORGE STREET, 30, Cornhill, London.

# PARFUMERIE. GELLÉ FRÈRES,

35, RUE D'ARGOUT, 35,  
(ANCIENNE RUE DES VIEUX AUGUSTINS),  
PARIS.

THE house of GELLÉ FRÈRES, celebrated for the superiority of its Perfumery, addresses itself to the fashionable world as much for its essentially hygienic, refreshing, and tonic preparations as for its delicate and distinguished perfumes.

## ARTICLES SPECIALLY RECOMMENDED.

REGENERATEUR GELLÉ FRÈRES, a superior perfume.  
CUCUMBER SOAP for the skin.  
CARBOQUINA ROSE, superior tooth-powder.  
EAU DES COLONIES, extra fine for the toilet.  
CONCENTRATED ESSENCE for the handkerchief.  
SPECIAL PERFUMERY from Parma violets.  
EAU D'ALBION for the toilet.  
COLD CREAM, to soften and refresh the skin.  
ESSENCE ROUQUET, GELLÉ FRÈRES.  
EAU DE TOILET - Bouquet de l'Impératrice.  
LETTICE JUICE SOAP.  
NIGHTING VEGETABLE dye for the hair and beard, instantaneous and inoffensive.

UNIVERSAL EXHIBITION, 1867.  
INTERNATIONAL JURY, CLASS 25, PERFUMERY.  
THE SILVER MEDAL, the highest recompense awarded for Perfumery, was obtained by the house of GELLÉ FRÈRES for the superiority and excellence of its productions.



## PARTICIPATION CHARENTAISE LA GRANDE MARQUE COGNAC

LONDON OFFICES (for the trade only)—22 and 23, Great Tower-street.  
Mr. V. JOUANNET, Managing Director, Cognac.  
Mr. E. VIGNIER, Manager for the U.K., London.  
The largest holders of Vintage 1865, and old Brandies of the first growths; which can be obtained from all Wine and Spirit Merchants, or can be procured by them, as large consignments have been lately shipped to all the principal ports of China, Japan, Java, Singapore, and Ceylon.  
Blue Label, 6 years; Yellow Label, 11 years; Red Label, 14 years; White Label, from 18 to 40 years.  
Samples forwarded free, by Overland Route, to Merchants giving satisfactory references in London.

## PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the Dock Company's establishments at the above port afford every facility, at moderate charges, for REPAIRING and SPARRING VESSELS, cleaning and painting iron ships and steamers.

Their large Granite Dock has 286 feet length, on the blocks and at average spring tides can receive vessels of 16 to 17 feet draught. It has a caisson-gate and a powerful centrifugal steam pump, and an engineer's workshop fitted with inthos and tools, driven by steam; iron and brass foundries, boiler-makers' shop, a large smithy and carpenters and boat-builders' sheds, superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, vessels drawing 12 feet.  
Spars, timber, and other Dockyard material kept in stock.

Quarters for officers and a DRY GODOWN for stores of vessels under repair.

## SINGAPORE DOCKS.

THE PATENT SLIP AND DOCK COMPANY execute SHIPS' REPAIRS of all descriptions in the most efficient manner, under the supervision of European Engineers and Shipwrights.

The DRY DOCK (opened in March, 1859) admits two vessels at the same time, being over 400 feet in length, with a depth of water ranging to 15 feet. A second DRY DOCK of larger dimensions will shortly be completed, and available for the heaviest Steamers.

Adjoining the above there is extensive WHARF WAREHOUSE, and other accommodation, including every convenience for coaling Steamers, discharging cargo, and storing goods, together with ample MACHINERY and appliances for repairing iron steamers, &c.

Apply at the offices of Messrs. PATERSON, SIMON and Co., Singapore; or 21, St. Swin's-lane, Cannon-street, London, E.C.

WM. CLOUGHTON, Managing Director.  
New Harbour, Singapore, June, 1868.

## FOOCHOW DOCK.

### RIVER MIN.

THE above granite floored DOCK, of the following dimensions, viz., Length, 300 feet, breadth at bottom, 40, is capable of receiving vessels drawing 13 to 16 feet, as the state of the tides will allow. The Dock runs dry to the blocks, and is pumped out by steam.

The above premises comprise a large Machine Shop containing a

WHITWORTH'S 12-INCH SCREW CUTTING GAP LATHE, DRILLING AND SCREWING MACHINES, A LARGE SMITHY, &c., &c., &c.

Large Godowns are on the premises for STOWAGE OF CARGO, &c., &c. A large stock of Woods, Metal, &c., &c., always on hand.

The Dock steam tug *Woojung* is available at all times to tow vessels to or from sea.

JOHN C. SKEY, Superintendent.



OVERLAND ROUTE VIA MARSEILLES.—SERVICES MARITIMES DES MESSAGERIES IMPERIALES OF FRANCE.—FRENCH MAIL STEAM PACKETS LEAVE MARSEILLES AS FOLLOWS:—

22 January } For Alexandria, Aden, Mauritius, Seychelles, Reunion, Point de Galle (Ceylon), Pondicherry, Madras, Calcutta, Singapore, Batavia, Saigon, Hong Kong, Shanghai, and Japan.  
19 February  
19 March  
16 April  
14 May

9th, 19th, and 29th of every month for Alexandria.

For Passage, Freight, and information, apply to B. W. and H. HORNE, 4, Moorgate-street, London; G. H. FLETCHER and Co., Liverpool; at the offices of the Services Maritimes des Messageries Impariales in Paris, Lyons, Bordeaux, and Marseilles; or to Smith and Co., Rotterdam.

\*. Passengers outward of Suez securing their berths in London are entitled to the conveyance of their luggage free to Marseilles.



ROYAL MAIL ROUTE, via PANAMA, for NORTH and SOUTH PACIFIC, Central America, Japan, and China.—The ROYAL MAIL STEAM PACKET COMPANY'S ATLANTIC STEAMERS now run through from Southampton to Colon (Aspinwall), by which arrangement passengers for the above localities will be conveyed to the Isthmus of Panama in the vessel in which they embark at Southampton.

Passengers and goods are booked For the South Pacific, Central America, West Coast of Mexico, California, British Columbia, Japan and China, &c. By steamer from Southampton on 2nd and 17th of each month.

For further particulars apply to J. M. LLOYD, Secretary.

Royal Mail Steam Packet Company, 55, Moorgate-street London, E.C.

## NOTICE.

THE interest and responsibility of Mr. WILLIAM PROBST in our firm ceased on the 31st of December, 1868, and Mr. OTTO CHRISTIAN BEHN and Mr. JOHANNES F. CORDES are admitted Partners therein from this date.

Mr. F. LANCHE and Mr. C. W. SIEGFRIED have been authorised to sign our Firm per procuration.

China, 1st January, 1870.

## CAUTION.

THE GROSS FRAUDS which continue to be practised by obscure manufacturers, more particularly in Germany, by imitating the labels attached to JOHN GOSNELL and Co.'s PERFUMERY, render it imperative upon the Proprietors to Caution the public against such nefarious proceedings, and to request their friends and patrons to purchase only of respectable dealers, who import direct from JOHN GOSNELL and Co., and invite special attention to the address, ANGEL-PASSAGE, 93, UPPER THAMES-STREET, late of 12, Three King-court, Lombard-street, London, E.C.

JOHN GOSNELL and Co.'s SELECT PERFUMES—Ess Bouquet Royal Yacht Club Bouquet, Jockey Club Perfume, Essence of Wood Violet, Victoria Bouquet, Garibaldi Bouquet, Franzoni's Military Bouquet, The Bride's Bouquet, Tea Rose, Russian Leather Perfume.

JOHN GOSNELL and Co.'s Toilet Vinegar, Inexhaustible Salts, Aromatic Vinegar, Aromatic Eau de Cologne.

JOHN GOSNELL and Co.'s Prince of Wales Perfume JOHN GOSNELL and Co.'s Princess Alexandra Perfume.

JOHN GOSNELL and Co.'s La Noblesse Perfume. JOHN GOSNELL and Co.'s La Noblesse Pomade.

JOHN GOSNELL and Co.'s La Noblesse Soap. JOHN GOSNELL and Co.'s Real Old Brown Windsor Soap.

JOHN GOSNELL and Co.'s Golden Oil—Moelline—Mace Oil, Boar's Grease, &c., for the Hair.

JOHN GOSNELL and Co.'s Extra Highly Scented Toilet and Nursery Powder.

JOHN GOSNELL and Co.'s Stereodermic or Dentist Tooth Brushes and Trichosaron Hair Brushes, warranted to purchasers.

JOHN GOSNELL and Co.'s Instantaneous Hair Dye.

JOHN GOSNELL and Co.'s Cherry Tooth Paste is greatly superior to any tooth powder, gives the teeth a pearl-like whiteness, protects the enamel from decay, and imparts a pleasing fragrance to the breath.

Orders executed on receipt of 10 per cent. of the amount in cash, the balance being drawn for through a Banker.

## THE LONDON & CHINA TELEGRAPH.

THE TWELFTH Volume of this JOURNAL commenced on the 10th of January, 1870. The Subscription for three numbers per month is 30s. per annum, including Postage, and to the Export Supplement 12s. extra. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line. Subscriptions and Advertisements received abroad by the following Agents:—

|                                     |                                                     |
|-------------------------------------|-----------------------------------------------------|
| Paris                               | G. W. YAPP, 4, Place Wagram, Boulevard Pereire.     |
| Brindisi                            | AGENTS FOR BRINDISI STEAMERS.                       |
| Hamburg                             | MR. ONCKEN.                                         |
| Holland (Rotterdam and Amsterdam)   | COLONIAL AGENCY, Delftsche-vaart, 6.323, Rotterdam. |
| New York                            | Wm. H. FOGG & Co., 32, Burling Slip.                |
| San Francisco                       | WHITE & BAUER, 413, Washington-street.              |
| Alexandria                          | DAVID ROBERTSON & Co., The Square.                  |
| Aden                                | COWASSEE DINSHAW.                                   |
| Point de Galle                      | J. GIBSON, THOMSON, & Co.                           |
| Colombo                             | FREDK. PITERS.                                      |
| Singapore, Labuan, and Sarawak      | J. MAITLAND & Co.                                   |
| Penang                              | JOHN LITTLE & Co., Singapore                        |
| Saigon                              | SANDILANDS, BUTLER, & Co.                           |
| Batavia                             | RIBEIRO & Co.                                       |
| Samarang                            | HUNTER, HOUGHTON & Co.                              |
| Sourabaya                           | DE GROOT, KOLFF, & Co.                              |
| Anjer—Straits of Sunda              | G. SCHUIT, Anjer Hotel.                             |
| Manila                              | MICHELL, BARNARD, & Co.                             |
| Hong Kong, Canton, Macao and Swatow | MORRIS & Co., Hong Kong.                            |
| Amoy                                | BROWN & Co.                                         |
| Foochow                             | HEDGE & Co.                                         |
| Shanghai                            | H. FOGG & Co.                                       |
| Tien-Tsin                           | JAMES HENDERSON.                                    |
| Nagasaki—Japan                      | FIGONAT & Co.                                       |
| Cochin                              | E. C. KIRBY & Co.                                   |
| Osaka and Higo                      | E. C. KIRBY & Co.                                   |

OFFICE 2, COWPER'S-COURT, CORNHILL, E.C. (Over the JERUSALEM.)



# TANJONG PAGAR DOCK COMPANY

(LIMITED).

## VICTORIA DOCK, SINGAPORE.

This Company's Granite DRY DOCK, 450 feet in length, 65 feet width of entrance, and 20 feet depth of water on the sill, was OPENED on the 17th October, 1868. In the high tides of the North-East Monsoon there is a foot to eighteen inches more water.

In connection with the Dock is a complete range of workshops, fitted with steam machinery, driving all descriptions of engineers' tools required in the construction and repair of vessels and machinery, and a foundry for iron and brass castings.

The Company's extensive Wharves and Godowns for receiving and storing cargo immediately adjoin the Dock.

Having an efficient European staff in each department, the Company is in a position to guarantee the best workmanship, executed with every possible despatch, as well as low rates of charges.

These advantages, and the great facilities which the proximity of the Dock to the town offers for the transport of materials, &c., enable this Company to adopt a very low scale of charges for ships' work of all classes.

### LONDON AGENTS.

Messrs. MACTAGGART, TIDMAN, and CO., 34, Great St. Helens.

E. M. SMITH, Manager.

**OVERLAND ROUTE.**—The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY book Passengers and receive Cargo and Parcels by their steamers for—

|                 | From Southampton—<br>ton.         | From Marseilles.                |
|-----------------|-----------------------------------|---------------------------------|
| GIBRALTAR ...   | Every Saturday,<br>at 2 P.M.      | —                               |
| MALTA.....      | —                                 | —                               |
| ALEXANDRIA.     | —                                 | Every Sunday,<br>at 7 A.M.      |
| ADEN .....      | —                                 | —                               |
| *BOMBAY .....   | —                                 | —                               |
| GALLE .....     | —                                 | —                               |
| MADRAS .....    | Saturday, March<br>6, 2 P.M.      | Sunday, March<br>13, 7 A.M.     |
| CALCUTTA .....  | —                                 | —                               |
| PENANG .....    | And every alter-<br>nate Saturday | And every alter-<br>nate Sunday |
| SINGAPORE ..... | thereafter.                       | thereafter.                     |
| CHINA .....     | —                                 | —                               |
| JAPAN .....     | —                                 | —                               |

And all ports touched at by the British India Steam Navigation Company's steamers.

The following reduced rates will be charged to Bombay—  
From Southampton... £72 first class; £45 second class.  
From Marseilles... 70... 43  
exclusive of transit through Egypt. A corresponding reduction will be made in the rates from Bombay to Europe.

For further particulars apply at the Company's Offices, 122, Leadenhall-street, London, or at Southampton.

### NEW ROUTE TO CHINA AND JAPAN, VIA LIVERPOOL.

**THE WEST INDIA AND PACIFIC STEAMSHIP COMPANY** (Limited) open through bills of lading for goods to Yokohama, Nagasaki, Hong Kong, and Shanghai, via San Francisco, by the Pacific Mail Steam Ship Company's new line of mail steamers from that port.

Passengers will find excellent accommodation, and the fares more reasonable than by any other route. For terms, &c., apply to the Agents, J. M. CURRIE, Esq., 21, Quai d'Orleans, Havre, or 7, Rue Scribe, Paris; or at the Company's Offices, 117, Leadenhall-street, London, and The Temple, Dale-street, Liverpool.

ARTHUR B. FORWOOD, Managing Director.

### CIRCULAR.

The undersigned, having retired from the firm of Messrs. Smith, Bell, and Co., of this city, have entered into partnership to carry on the business of Merchants and Commission Agents at the port of Cobá, under the firm of PICKFORD and Co., and at Manila under the style of MACLEOD, PICKFORD, and Co., which houses are now established.

N. MACLEOD.  
C. E. B. PICKFORD.  
Manila, Oct. 1869.

### MAIL ROUTE FOR CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

**THE PACIFIC MAIL STEAM SHIP COMPANY** despatch their splendid side-wheel steamers from NEW YORK on the 5th and 21st, and from PANAMA on the 13th and 29th of every month for SAN FRANCISCO (calling at ACAPULCO and MANZANILLA en route), thence to YOKOHAMA, HIOGO, NAGASAKI, SHANGHAI, and HONG KONG, on the 1st of every month. Passengers from England may connect with this line at New York by any of the various lines of steamers from Liverpool, Glasgow, Southampton, or Havre.

Passengers by this line are less than ten days in the tropics.

SANDWICH ISLANDS and BRITISH COLUMBIA—The steamers of the North Pacific Transportation Company leave San Francisco at regular intervals for those countries.

H. STARR and Co., Agents, 22, Moorgate-street, London.

### UNION PACIFIC RAILWAY.—THROUGH LINE from NEW YORK to SAN FRANCISCO.

San Francisco, in 18 days from England.  
Japan, in 38...  
China, in 14...  
Passengers for California and intermediate points on this road may now be booked through from England at the established rates of fare; and from San Francisco to Japan, China, &c., by the magnificent steamers of the Pacific Mail Company.

For Rates, Tickets, &c., apply to H. STARR and Co., Agents, 22, Moorgate-street, London.

### SINGAPORE, CHINA, AND JAPAN.

**ROBERTSON AND CO.** will despatch the following first-class clipper VESSELS:—

| Destination.                                         | Ships.                     | Class.    | Dock.  | Last Shipping Day. |
|------------------------------------------------------|----------------------------|-----------|--------|--------------------|
| Singapore, Hong Kong, Shanghai, Nagasaki, & Yokohama | Nile, s.s. via S. Canal.   | A1 13 yr. | E.I.D. | March 18           |
| Shanghai, Hong Kong, Ch-foo, Tientsin and Newchwang  | Northampton                | A1 16 yr. | E.I.D. | March 19           |
| Yokohama & Hio-go                                    | Lufra (new), Chingtoo (n.) | A1 13 yr. | W.I.D. | With des.          |
|                                                      | Géo. Shotton               | A1 14 yr. | W.I.D. | With des.          |
|                                                      | Pegasus                    | A1 18 yr. | W.I.D. | With des.          |

For Freight and Passage apply at 5, Newman's-court, Cornhill, London; or York Chambers, 55, King-street, Manchester.

### CHINA and JAPAN.—The following splendid first-class SHIPS will be despatched as under:—

| Port.     | Ship.        | Class.    | Dock.  | Last Shipping Day. |
|-----------|--------------|-----------|--------|--------------------|
| Shanghai  | Jung Frau    | A1 16 yr. | E.I.D. | March 10           |
| Do.       | C of Hankow  | A1 17 yr. | E.I.D. | March 25           |
| Do.       | Araby Mand   | A1 16 yr. | E.I.D. | To follow          |
| Do.       | Omha         | A1 16 yr. | E.I.D. | To follow          |
| Hong Kong | Ld. Macaulay | A1 13 yr. | E.I.D. | With des.          |
| Yokohama  | Lota         | A1 13 yr. | E.I.D. | With des.          |
| Kanagawa  | Rollo        | A1 13 yr. | W.I.D. | With des.          |

For Freight or Passage apply to KILLICK, MARTIN and Co., 10, George-yard, Lombard-street, E.C.

### CHINA AND JAPAN.—The following high-classed Clipper VESSELS will be despatched as under:—

| Port.               | Ship.        | Class.    | Dock.  | Last Shipping Day. |
|---------------------|--------------|-----------|--------|--------------------|
| Yokohama (Kanagawa) | Esperle      | A1 14 yr. | E.I.D. | With des.          |
| Do.                 | Pak Wan      | A1 14 yr. | E.I.D. | With des.          |
| Nagasaki & Ch-foo   | Zohrab (new) | A1 9 yr.  | E.I.D. | With des.          |

For Freight or Passage apply to NORRIS and JOYNER, 60, Cornhill, E.C.

To sail on the 26th March.

**FOR SHANGHAI**, the splendid composite clipper, TAUNTON, A 116 years, 688 tons register; JAMES HOGG, Commander; East India Docks.

For Freight or Passage, apply to SHAW, MAXTON and Co., 2, Royal Exchange Buildings, London, E.C.

To sail on the 11th March.

**FOR SHANGHAI**, the splendid new Aberdeen clipper GLEN VON, A1 880 tons register; JAMES HENDERSON, Commander; East India Docks. This ship has just completed her first voyage from Foo-Choo-Poo in 100 days.

For Freight apply to SHAW, MAXTON and Co., 2, Royal Exchange Buildings, London, E.C.

Regular Line of Packet Ship

**FOR HONG KONG**, the splendid Clipper Ship ALBERT VI. TOR, A1 113 years (built by Messrs. Robert Smith and Co., Greenock), 858 tons register; DAVID MUIR, Commander; East India Docks.

For Freight or Passage, apply to SHAW, MAXTON and Co., 2, Royal Exchange Buildings, London, E.C.

Printed for the Proprietors by WOODFALL and KENDER, Miford-lane, Strand, W.C., and published by JAMES WEST, at the Office of the "LONDON AND CHINA TELEGRAPH," 2, Cowper's-court, Cornhill in the parish of St. Michael's, in the City of London, Monday, March 7, 1870.

## THE NEW CHINA CONVENTION.

## DEPUTATION TO LORD CLARENDON.

On Monday, the 28th ult., a deputation of members of Parliament, merchants, and others interested in the China trade (about ninety in number), waited on Lord Clarendon at the Foreign-office to state their objections to Sir R. Alcock's new Convention. A list of those present will be found below. With Lord Clarendon were Mr. Otway, M.P., Mr. Hammond, Sir L. Mallet, and Mr. Shaw-Lefevre, M.P., Under-Secretaries to the Foreign-office and the Board of Trade. The deputation was introduced by Mr. Crawford, M.P., who spoke as follows:—

MR. CRAWFORD: My Lord, I have been requested to undertake the formal duty of introducing this deputation to your Lordship, and to state in a few words what is the object we have in view in asking your Lordship to receive us here to-day. In a meeting containing so great a number of members of Parliament, as you see here present, I need hardly go through the task of introducing individuals to your Lordship. Although we have the presence here to-day of a great many gentlemen from various towns and ports in England, the deputation is essentially a deputation from the City of London. The object the deputation has in view is to represent to your Lordship the views they entertain with regard to this supplemental Treaty, which has been concluded in China by Sir Rutherford Alcock. It is essentially a matter of detail, and, on that account, I will, with your Lordship's permission, ask other gentlemen, who are more familiar than I am with the Treaty, or rather with the operation, which it is supposed it will have on our commercial relations with China, to bring the subject before your Lordship. Mr. Hugh Matheson will first address your Lordship.

MR. HUGH MATHESON: It cannot be surprising to your Lordship that the merchants of London should take a warm interest in this China Convention. The great territory of China, with its vast population, estimated at 400,000,000, was partly opened to our trade, as your Lordship is well aware, under the Treaty of Nanking; but it was more particularly opened under the Treaty of Tientsin, concluded by Lord Elgin in 1858, which Treaty was completed in 1860. I should like in the name of the merchants of London to pay a tribute of warm respect to the memory of the Earl of Elgin, who brought to the consideration of that great Treaty the most distinguished ability, and who showed so much knowledge, consideration, and appreciation of the magnitude of the interests involved in it. Under the Treaty of Tientsin a very large extension of the British trade with China has taken place, so much so that, from a recent parliamentary return, we find that the value of exports and imports into China, not including Hong Kong, in the year 1868, amounted to no less a sum than forty-five millions sterling. Of this fully one half is represented by British trade, and, independently of indirect advantages to the Chinese from this trade, the amount of duties levied by them at their ports was about three millions sterling. Unquestionably there was mutual benefit to the Chinese and to British subjects from the opening of China under the Treaty of Tientsin, which is the one under which we are now trading. It is quite true, as has been alleged, that the Treaty was negotiated after the successful operations of our troops; but, at the same time, it is equally true that the Earl of Elgin forbore to press upon the Chinese Government the exaction of advantages which, as a conqueror, he might have claimed, naturally wishing to show them, as a Government, all due respect, and fearing that if he were to press too hardly upon them he might injure their position and prestige with their countrymen. Under your Lordship's instructions, therefore, and with a magnanimity for which his memory is entitled to, and receives, the very highest honour, he did not press the Chinese. He felt it might go hard with them if he were to do so; but he laid down principles, the recognition of which he obtained from the Chinese, which were calculated to develop the intercourse between the two nations, and gradually to open up that great country, with its highways and especially its vast water-ways, to the trade of foreign countries, and particularly of Great Britain. He provided also that after the experience of ten years a revision might take place of the terms of the Treaty. It is in connection with that revision we are here to-day; and when it was announced that the revision was to take place during the present year, which I believe was as long ago as 1867, we confidently expected that provision would be made for the removal of various hindrances and obstacles that we had found practically in the way of the extension of trade, and for the introduction of still greater facilities than we had heretofore enjoyed for the progress of commerce, which has certainly enriched us, and which has as certainly enriched China. Everything looked favourable. We had in Sir Rutherford Alcock, the British Minister at Peking, an officer of great and varied experience in China; and we had, moreover, despatches from him addressed to the various mercantile communities, in which he invited suggestions from them, and in answer to his invitation a very large body of information was conveyed to him by the Chambers of Commerce in China. These are all public documents. We, therefore, confidently expected that we should have, in the Convention, distinct advantages for trade, and it would be very much more satisfactory to us, my Lord, to be here to-day to congratulate Her Majesty's Government on a great success, rather than to take what is a painful and very ungracious attitude, namely, that of criticising what has been done. (Hear, hear.) But we have no alternative, because, in several respects, the great object to which I have referred, the opening up of China for the free expansion of trade, has not been sufficiently guarded by Her Majesty's representative out there in negotiating this Convention. It has been attempted to be shown that there is a diversity of opinion among the mercantile body upon this subject. I should be very glad if we could entertain the suspicion that we were deceiving ourselves, but I am afraid we are deprived of that entirely, because nearly all of the Chambers of Commerce have spoken in

the same sense in which we have felt compelled to speak in the memorial which we have had the honour to send to your Lordship. We find the Shanghai Chamber of Commerce have spoken quite as emphatically as we have done; the Hong Kong Chamber, and, in this country, the important Chambers of Manchester and Glasgow, besides the Amalgamated Society of Chambers of Commerce in London, have passed resolutions to the same effect. Therefore, I am afraid we are at one in wishing that more inquiry be made before the ratification of this Convention. We think it has been hastily got up, without due regard to the experience and the opinions of the merchants, who, at very great expense, and with very costly establishments, have been carrying on the trade there. My Lord, the details of the measure will be referred to by some gentlemen around me who have them thoroughly at command. Mr. Bower, a merchant of large experience in this country, as well as in China, will refer especially to the question of transit dues, upon which, I think, there ought to be no difference of opinion whatever, because the term "transit dues" was made use of by Lord Elgin distinctly and clearly to mean all internal taxation whatever. It is so specified in despatches over and over again that the term transit dues was to be applied to all inland taxation whatever. That is an important key to our opposition to the terms in which these transit dues are now dealt with in the Convention. Mr. Bower will, therefore, speak on that subject. Mr. Gilman, an old merchant connected with China, indeed, resident there as a merchant before the Treaty of Nanking, will address your Lordship on the silk duties, and Mr. Magniac will follow and take up the remaining points.

LORD CLARENDON: Perhaps I had better hear you all before I make a reply.

MR. BOWER: I have been requested, my Lord Clarendon, by the merchants of the City of London and others interested in the China trade, to submit to your consideration the reasons which have compelled them to send to Her Majesty's Government, through your Lordship, a memorial against the ratification of this Convention, so far as those considerations relate to the system by which the textile products of this country are imported into China. It is to be observed in the outset that the new arrangements under this head propounded by this Convention are those upon which the authors of this Convention chiefly rest their claim to our gratitude. It is to be noted further that they are the very conditions to which we most emphatically and strenuously object. Our opposition, therefore, as Mr. Matheson has said, is truly an ungracious one. We recognise most completely the zeal for our interest of Her Majesty's Minister in China, but we believe that he has been utterly mistaken. I must claim your indulgence while I divide this question into two heads—I think we shall consult brevity by doing so. The first is, what the Convention contains as compared with what we enjoyed under the Treaty, supposing Convention and Treaty were alike fully observed. If I succeed in showing that, as I believe cannot be doubted, the Convention is highly disadvantageous as compared with the Treaty, it would yet remain to be considered whether its provisions, though less advantageous, were so much more likely to be practically observed that it was desirable to adopt them. My Lord, the Treaty of Tientsin, under which we have carried on our trade since 1858, provides, in short, this—that when our goods reach China they shall pay a fixed rate of duty equivalent to about five per cent. *ad valorem*. That duty frees them through the Custom-house; and next—China being a country in which internal transit and other dues are current—we, if we wish to free our goods from the port of entry to any other part of China, clear of all further taxation whatsoever, have the option of doing so upon making a further payment equal to half the import duty. But, my Lord, the Convention provides very differently. It provides that this extra duty, or transit duty, shall cease to be optional, and shall become compulsory, and payable in all cases upon importation. It provides that in nine provinces out of the eighteen of which China consists, and in the whole of the territories not comprised in these provinces, this compulsory payment shall free us from transit duty only, constraining transit as applying to goods in motion; but, as regards all other internal duties, shall leave us in the hands of the local Governments to exact what they may please. Now, it is plain that under the Treaty five per cent. import duty and 2½ per cent. for internal dues would free us of all China, but that the Convention would leave us, as regards nine provinces out of the eighteen, subject to that which Sir Henry Pottinger in 1842, and Lord Elgin in 1858, took infinite pains to free us from, namely, the capricious internal exactions of Chinese officials spread throughout the country. If I have rightly described what is conceded to us under the Treaty as compared with what is conceded to us under the Convention, I think no one can doubt that the Treaty is the more advantageous to us. But it is proper to state that Sir Rutherford Alcock utterly denies our construction of the Treaty of Tientsin. He says, "True, you have the option of paying this 2½ per cent. as transit duty, but transit means something in motion, and when your goods get to their destination they are free no longer, they are exposed to whatever charges the local Governments may exact from them. If, my Lord, Sir Rutherford Alcock is correct, then have we, the merchants of China—then, so far as we know, have all the officials—then, so far as we know, has the Foreign-office in London, for a quarter of a century, from the year 1842, when Sir Henry Pottinger made the Treaty of Nanking, down to some two or three years ago, been wholly mistaken as to what was provided for in that Treaty. My Lord, I think that this very important question is capable of being effectually cleared up. You are well aware that Lord Elgin, one of the clearest-headed men that it was ever my lot to meet, took the greatest pains for many months, as shown by numerous despatches, in the consideration of this subject and a satisfactory arrangement of it. What does Lord Elgin say was his conclusion? I quote from correspondence relating to the Earl of Elgin's special Mission to China and Japan, 1857-59, presented pursuant to an address of the House of Commons, July, 1859:—"I have the honour" (this despatch was addressed to your Lordship's successor, Lord Malmesbury) "to remi-

herewith a tariff of duties and accompanying rules or articles. . . . Rule 7 applies and extends the principle respecting transit duties which is laid down by Article 28 of the Treaty of Tientsin. Henceforward, on payment of a sum in name"—observe the phrase—"in name of transit duty, which for simplicity's sake has been fixed at one-half of the tariff rate of duty, goods, whether of export or import, will be free to pass between the port of shipment or entry to or from any part of China without further charge of toll, octroi, or tax of any description whatsoever. I confess that I consider this to be a most important point gained in the future interest of foreign trade with China. In every representation on the general subject of trade which I have received from mercantile bodies or individuals since I came to China, the system, or no system, under which transit duties are now levied has been pressed upon me as a grievance. I have always thought that the remedy was to be sought in the substitution of one fixed payment for the present irregular and multiplied levies. At the same time, in a country where duties of octroi are habitually resorted to as an expedient for supplying the wants both of the local and Imperial treasuries, it was obviously difficult to devise a scheme for the commutation of transit duties which, without creating great financial disturbance, should prove an effectual protection to the importing and exporting merchants. The rule now under consideration has been very carefully framed, and will, I trust, in practice, afford a reasonable security against both of the two classes of evils which I have indicated." My Lord, I cannot imagine even the clearest despatch-writer—and Lord Elgin was one—saying anything more conclusive upon the point in difference between us and Sir R. Alcock. But I have said the Convention, being in itself a restriction of our rights, it might yet be possible that the smaller rights left to us under the Convention would be better observed than the larger ones secured to us by the Treaty. I must note, therefore, for a moment the causes of the failure of this transit duty clause under the Treaty. In part it has been this, that when we paid our 2½ per cent., took out our certificate and sent our goods into the country, we found, not always, but in a great majority of cases, that further taxes were levied quite irrespective of the Treaty, quite irrespective of the payment we had made at the port. Now it is very difficult to obtain proof of such exactions. The Chinese are not a people who complain readily of their own officials, but cases did happen which we could establish by indisputable evidence. Then began our miseries—correspondence with the Consul; Consul writing back; and next, applications to Peking; correspondence there—months elapse, and the matter is at length referred to the Home Government, and in the end altogether abandoned. In some cases it happens that the Chinese Government finds itself compelled to admit that a wrong has been done, and redress is promised. What follows? The claim is ordered to be paid and the matter settled; but we are then no nearer a settlement, and in the majority of cases we do not get a penny. Numbers of admitted claims, with orders to pay them, exist to this day, and still unpaid. Well, what is now proposed to be done? For a single moment consider what the Government of China is. The Central Government at Peking is known to the eighteen provinces, of which this enormous empire mainly consists, chiefly as the feudal lords of the annual tribute which the provinces must provide—amounting to some fifteen millions sterling. For the rest, the provincial authorities collect their own revenues, it is supposed some forty or fifty millions more, and administer their own Government. There is a great army of officials spread over the country who conduct their duties on the principle of small pay eked out from what are expressively called "squeezees." The Chinese people make no particular objection to this. The usage is so ancient, and so universal among them, that they regard it as a part of the law of nature. The business then of these officials is to furnish the established amount to the revenue, and to retain as handsome a balance for themselves as circumstances will permit, short of driving the people to extremity. Now the dues on transit, and other local taxes, are part of the recognised revenues of the country, due to the local Governments, and necessary to their existence. It is the weak point of the Tientsin Treaty that in commuting them for a fixed payment, it made that payment to the Central Government, to the detriment of the local Governments, and so made the latter hostile to the provision. But does the present Convention do anything to remedy this difficulty? On the contrary, it removes from the Central Government the only inducement it possessed to take measures to see the Treaty properly observed, by withdrawing our option to refrain from paying if we found the equivalent wanting, for they are now to get the whole commutation paid at once, and paid always. We are, therefore, brought to the conviction that this Convention is inexpedient and unsound. My Lord, I would only say, in conclusion, that this is not a time at which to try novel experiments in our trade with China, based upon new readings of the probable result. We know from our manufacturing districts that the home market has lost much of its elasticity, that the continental markets are closing against us, and the horizon is anxiously scanned for larger and more profitable outlets. We need not look in vain. It requires only that the rights secured to us under the Treaty of Tientsin should receive a little careful management by patience combined with firmness, and the flood-gates will be opened which will admit in rapidly increasing quantities the products of our looms into the centre of a multitudinous, and, so far as their alien rulers will permit, a friendly people. It is the object, as it would be the result, of this Convention, if it is unhappily ratified, to bar those gates anew against us. We come before your Lordship to entreat you to deliver us from it. We beseech—nay, do we presume too far if we claim from the Government of the Queen, that it will preserve to us, unimpaired by this mistaken Convention, the privileges obtained for us by the greatest Minister that ever England sent to China—the rights solemnly granted to us by the Treaty of Tientsin.

Mr. GILMAN: The subject on which I have to address your Lordship is happily a much less complex one than that which has been treated by the gentleman who has preceded me. He has anticipated me in many remarks I proposed to make as to how it has happened that

this Convention should contain provisions so very different from those which were expected of it, and I have the satisfaction of feeling, in addressing myself to this subject, that I have the British Government on our side. I find by Sir Rutherford Alcock's despatches, that the Board of Trade expressed the wish that duties should not be increased, and your Lordship also a doubt as to the expediency of the reception of a Chinese Consul at Hong Kong. Now, my Lord, the duties are increased very greatly, and your Lordship's sagacious doubt has been disregarded. How has this happened? I think it is sufficiently explained by the fact that the Convention was negotiated by Mr. Hart. Now, my Lord, who is Mr. Hart? A gentleman of character and ability: I have nothing to say in his disparagement, and if I had I should not say it here and in his absence. But what is Mr. Hart? He is the Inspector of Chinese Customs at Shanghai; and I venture most respectfully to remark that I think it behoves the British Government to watch somewhat cautiously the movements of the class of men to which Mr. Hart belongs. They are in the employ of the Chinese Government, they are paid by them; bound up in Chinese interests, they become in the course of time imbued with Chinese ideas, and the necessary effect of their position is to render them more or less, according to their particular characters, to some extent denationalised. I think that to men of this class our national interests—more particularly our commercial interests—should not be entrusted. (Loud cheers.) I would make another remark; and it is, whether it was a wise measure to abolish the office of Superintendent of Trade, or rather to vest the office in the person of a high political officer, resident not among the merchants, but remote from them—resident at Peking. We, my Lord, consider this Convention to be one great mistake; but in it there are many minor mistakes into which a man of Sir Rutherford Alcock's ability would not have fallen had he been in a situation in which he could have had the advantage of learning merchants' opinions, not by cumbrous correspondence, but in moving among them, learning, in short, the views on matters of business of business men. I hope I may be pardoned for these observations. I feel I have been treading on dangerous ground; but if I have said anything which I was not entitled to say I beg your Lordship's pardon.

Lord CLARENDON: Not at all.

Mr. GILMAN: On the Consular question I need not speak, as it has been made the subject of a separate memorial to the Colonial office, and no doubt will receive due attention. As to opium, I have nothing to say except to express my individual opinion that, whatever may be the merits or the demerits of the trade, it is entitled to as much protection as that in any other commodity. I now proceed to the more immediate subject with which I am charged, namely, the increased duty on raw silk, an article, I need not say, of prime importance. This increase is justified on various grounds, and first as a set-off against certain concessions made to us, the value of which has been inquired into by the gentleman who has preceded me. It has been shown that Sir Rutherford Alcock is mistaken as to the price he has paid for these supposed advantages, inasmuch as he calculated the increased duty on silk at a trifle over 1 per cent., whereas your Lordship will see from our memorial that it is actually considerably over 3 per cent. Such a mistake as this could not possibly have been made had Sir Rutherford Alcock possessed the advantages to which I have alluded. But even were the advantages obtained as great as they are said to be, I do not see on what principle one particular article of trade should be called on to pay for them. I do not see why the silk duty should be doubled because advantages are given to other branches of our trade. Passing from that, it is said that we cannot expect concessions unless we are prepared to make concessions. Now, what have we to concede to the Chinese? The whole course of our legislation, for years past, has been favourable to them in every respect; the subjects of China can, of course, come here: they can trade where they please; they can do what they please; they have every privilege which the subjects of the British empire have. As to our commercial legislation, there is no duty on raw silk, there is no duty on camphor, rhubarb, cassia, or any of the other articles with which China supplies us; all these have been abolished. The duty on tea some years ago amounted to 2s. 2½d. a pound. It is now reduced to 6d., and we hope somewhere about April next to hear it has been abolished altogether. (Laughter and cheers.) Under this liberal system the importation of tea, which in the East India Company's time was only thirty-two millions of pounds, last year amounted to one hundred and thirty-three millions. If we consider the thousands and hundreds of thousands of people employed in this vast trade, it is hardly necessary to point out what an immense boon this is to the Chinese nation. The Chinese Government cares nothing for this; but they do care for and understand how their own revenue has been increased by the extension of trade in this one article alone. They claim from us, however, an increase in the duty on silk, on grounds which Sir Rutherford Alcock says are irresistible.—(Mr. Gilman here read an extract from Sir Rutherford Alcock's despatch, justifying it on the ground of the duty now paid being far below what it should be on the basis of 5 per cent. adopted by Treaty, and proceeded to say:—) It is quite true, my Lord, that, according to the present prices of silk, this addition is justifiable except as regards Canton silk. A very extraordinary degree of favour has been shown to a description of silk which is brought to market in really such small quantities that one is left to wonder why it should be thought of, that is Seechuen silk, of which the average production is about 800 bales per annum; and, in favour of that a differential duty is to be established; but on Canton silk, of which the annual export is 5,000 bales, or fifteen per cent. of our whole supply, and which is all of low quality, no difference has been made. Again, here is an oversight which could not possibly have occurred had Sir Rutherford Alcock had men of business at hand to advise him. Well, my Lord, with this exception, the additional duty may be justified according to the present scale of prices, but it must be remembered that the present scale of prices is altogether an abnormal one. I have taken great trouble to look into the record of the prices of former years. I have looked



through dusty documents of about thirty-five years past, and I find such prices as now rule have until the last few years been without example. The present duty is a perfectly fair one on the natural value of the article. The present increase of value is due to various causes. One cause is the exactions of the Chinese Government. The Chinese have gone on gradually levying and increasing the inland dues, and in that way raising prices. A greater cause of the advance, however, is doubtless the Chinese rebellion, the devastation in the silk districts produced by it, and the consequent diminished production. The third and greatest reason of all is the lamentable disease which has spread over Europe of late years—the disease in the silkworm itself. My Lord, as to the Chinese exactions being removed, I have no very lively hope; but the rebellion is now repressed, mainly by our aid, and in some degree at our cost. It may be hoped that its effects will pass away, and it certainly should be the object of the Chinese Government to foster their own trade, to encourage and not burden it with fresh taxation. The third and great cause of the advance in price, the silkworm disease, we may hope will be removed like other such diseases have been, such as the murrain among cattle, the disease in the vine, and the potato; and, were that to happen, doubtless we should have in time a return to our former scale of prices. The high prices are not the result of increased use but of diminished production, and the high price is the strongest argument that can be used—not for, but against increased taxation. I have so far, I think shown (and I have very little more to say) that the increased duty is illiberal and impolitic. I have now to show that, so far from the Chinese case for an increase of duty being irresistibly just, it is most unjust when compared with the duty levied on other articles. The only other important article the Chinese have to send us is tea. The average value of tea cannot be taken at over twenty taels per picul. The duty, therefore, according to the 5 per cent. basis, should be one tael. The duty actually levied, and which has been cheerfully paid, is 2½ taels. Therefore, the duty is, as stated in our memorial, 12½ per cent. instead of 5 per cent.; and on this article the Chinese Government receive £748,000 per annum, instead of £299,000, which is all they are entitled to. I think the same justice may be demanded for tea which is by them demanded for silk. I cannot see why, if the duty on silk is to be brought up to the 5 per cent. level, the duty on tea should not be brought down to it. Having now shown that the increase proposed is illiberal, impolitic, and unjust, I leave the case of this great branch of our national industry, unhappily a struggling and declining one, with confidence in your Lordship's hands.

Mr. MAGNIAC, M.P.: I have been requested, my Lord, to bring to your Lordship's notice the remaining points in this Convention not touched upon by the previous speakers. I propose to take Sir Rutherford Alcock's own headings in his despatch to the French Minister, but I believe I can dispose of ten or twelve of them in a very few words. If not occupying too much time I should like to read them, because it is desirable that those concerned should know what value we attach to them. The first twelve, to take them as numbered in Sir Rutherford Alcock's despatch, are Nos. 7, 9, 10, 11, 16, 17, 8, Duty-free Articles, Drawbacks, Tea Bonds, Manifests, Tonnage Dues, Rules for Sycee, Dock Stores. These are so trifling that we think they might have been settled by the Consul without referring to Her Majesty's Minister. No. 5 is Poyang Lake steamtug. Sir Rutherford Alcock disposes of that concession in his own despatch covering Mr. Swinhoe's report on the Yangtze, in which he says that he does not expect it will be of any value. No. 13, Coal Mines, is a doubtful point on which we do not desire to speak at present. For many years these coal mines have been worked, and it depends on the goodwill of the Chinese whether they will be of any value whatever. The last heading on the small list is that of Duties Remitted. They amount to £7,000 a-year only, and I need not trouble your Lordship with them. The first important point I am called upon to speak about is comprised in Nos. 1 and 2 in the list, which include Inland Navigation and the Renting of Houses in the interior. I believe I am quite correct in saying that, if there ever was a point of importance to our trade, it is that included under these two headings. It was not so much that people desired to go and live in the interior of China, but that they regarded this concession as a means to an end. By these means they hoped to overcome the obstructions of the Chinese officials, and to check the undue exactions which were charged on their goods sent into the interior. The Chamber of Commerce at Shanghai, in answer to a circular from Sir Rutherford Alcock, who begged them to express their opinion as to the chief points which should be arranged in the revision of this Treaty, placed these two subjects in a most prominent position. The words are:—"The Chamber cannot impress too strongly upon his Excellency the necessity of urging this point upon the Peking Government." Well, my Lord, what was our surprise when we came to examine the text of this Convention to find that not only had the negotiator not impressed these points on the Peking mind, but that they had put us in regard to them in a far worse position than we were in before. I will not take up time by giving the exact words of the Tientsin Treaty; but in Article 9 it states, in effect, that British subjects may travel for purposes of trade in all parts of the Empire. They have power, under Article 12, "whether at ports or at other places," to build houses, warehouses, churches, &c., and may, under Article 14, hire boats, and so on. It was in compliance with the desire of Lord Elgin that the right to enjoy these privileges was waived to a certain extent. In fact, the right has not been pressed by the Europeans in China out of consideration to the representations made to them urging them to give time to allow the first novelty of the European presence in China to pass away; but certainly I must say we did not expect that a less power would be agreed to in this new Convention, and then that it should be flaunted in our eyes as something gained. If this Convention is carried out I need not say that the very limited extent to which these rights have been exercised will be further restricted, because the limitations in the new clauses are so serious that there will be no possibility for a European to fix his permanent residence in the interior—and why should he not? I believe I am strictly within the truth

when I say that there is not a single instance of any man who is a real *bona fide* trader having made himself obnoxious to the authorities in the interior. (Hear, hear.) We heard with great pain, and I say it with reluctance in your Lordship's presence, but, as there are reporters here, I think that people's minds should be disabused of a false impression—but we have heard a very obnoxious term used to describe the dealings of the Europeans with the Chinese. It is some years ago since I was in China, but I was there fifteen years ago.

Lord CLARENDON: I beg your pardon for interrupting you, but by whom is this supposed?

Mr. MAGNIAC: It is an expression which has been used in this country. It has been stated as indicating the way China merchants treat the Chinese.

Lord CLARENDON: I have not heard of it.

Mr. MAGNIAC: We also feel very strongly that this impression is strengthened by a running accompaniment of adverse criticisms towards the merchants throughout the whole of Sir Rutherford Alcock's despatches. (Hear, hear.) We have felt very much pained and grieved at some of the expressions he has used. There is one expression that I shall have to notice later. We feel that there is an opinion that we are not dealing with the Chinese as we should like to be dealt with ourselves. I believe that is a most mistaken notion. Many of us have had Chinese friends who are quite as friendly with us as any friends we have in England, and I can sincerely say for myself, and for many Chinese merchants, that we feel for a Chinaman of equal rank, and treat him exactly in the same way as we would a European. (Hear, hear.) My Lord, I was about to mention that Sir Rutherford Alcock has contrasted us with the Russians. He said that the Russians lived in better harmony with the Chinese than we do. But Sir Rutherford Alcock ought to know that, though they are Russian subjects, from their race and Calmuck origin, they are much more Chinese in manner, speech, and appearance than natives of our distant country can possibly be. We know that ninety-nine Europeans out of one hundred, if allowed to go into China for the purposes of trade, would confine themselves to their trade, and would be much greater fools than I take them for, instead of selling their goods and realising a fortune, and getting home as soon as they can, they set up their backs and determine to have a "row" with the people with whom they are dealing. (Cheers.) There are, further, three points which I need not waste time about—Commercial Code, Bonded Warehouses, and Hong Kong Transshipment; they are called concessions, but hardly require a Treaty to make them binding. That concludes the list of concessions made to us, with the exception of the opening of new ports—Wuhu and Wenchow. The Chamber of Shanghai stated that Wuhu, as an experimental port, might be considered valuable, but they were not speaking of the general merits of ports in China, but only, at the request of Sir R. Alcock, as to the comparative merits of five or six ports named. The port of Wenchow is probably well situated, but, as I said before, the merits of these two are merely comparative. It has always been pressed on every Minister as the first point claiming his intervention, that we ought to have more inland points. People in this country do not speak of a place inland as a port, but they are so in China; and the magnificent rivers are the evident means of opening up the country. If intercourse with China is to become general, it must be by opening a port 1,000 miles inland, with access to it by steam. (Loud cheers.) If, my Lord, China were canvassed on the subject, I believe that would be the one stipulation for which they would be willing to concede everything that could with any right or propriety be conceded. When I have said the distance at which these ports are situated I need not say it would be an illusory gift if it was not accompanied by steam navigation. To drag a boat by means of tracking against a current at the rate of two miles an hour is certainly a long proceeding, and, if our trade is to be opened in China, it must be by opening the Treaty Ports on the great rivers, with free access to them by steam. I must now refer to points we have conceded. The increased duties enable China to levy fresh revenue amounting to £800,000 a year. That is no small sum. If, when the former treaties had been ratified, it had been supposed that the revenue from those duties would have amounted to that, everybody would have said we were over sanguine. But this small addition will benefit them to the extent I have named. A concession which Sir Rutherford Alcock supports in very strong language, and about which there is a good deal of feeling, is that of the appointment of Consuls in Hong Kong; he says if there is to be any reciprocity in the mutual relations between China and England this cannot be refused. If China were England, and England still England, reciprocity would be reciprocity; but as we know how things really are, we have a right to examine the proposal carefully. We have mentioned, in our memorial, a certain course of action that we feel persuaded will be adopted by the mandarin who is appointed to the duty of Consul at Hong Kong. Sir Rutherford Alcock's reason for pressing the appointment of this Consul is to prevent smuggling at Hong Kong. He says in his despatch that "Hong Kong is confessedly a great smuggling depot," and he further states that "the appointment will control the smuggling propensities of the Chinese in league with the foreign merchant." It is impossible to deny, and we, who are acquainted with the place, do not wish to deny, that there is smuggling to a considerable extent among the Chinese; but much, though illegal, is not smuggling. We think it was quite uncalled for on the part of Sir Rutherford Alcock to describe Hong Kong as a great smuggling depot, as if nothing went on there but smuggling. If we look at the map we shall find that there is no Treaty Port south and west of Hong Kong but Canton, the consequence of which is that there is a great deal of illegal shipping. This is not smuggling in our sense of the word, and it is due to the obstinacy of the Chinese, who put these restrictive regulations upon trade. The port of Kiung Chow is situated in a part of China exactly where it was wanted, and we are told that a large trade would have been done there, and that it would have been a death-blow to a great deal of these illegal shipments. (Hear,



hear.) We should only be too glad if proper means are found for putting an end to illegalities of this kind in China. The cause, however, of one-half of them is the extortion and corruption of the Chinese authorities themselves. That is a fact which many gentlemen here know perfectly well. (Hear, hear.) I have reserved to the last a point upon which we feel very strongly, and which we believe, with one exception, to be the most important in the whole Convention. It is contained in the first article of the Treaty—the Favoured Nation Clause. I feel very diffident of arguing such a subject in the presence of your Lordship.

Lord CLARENDON: I believe I may say that we do not insist on that article. (Loud cries of "Hear, hear.")

Mr. MAGNIAC: I need not say, my Lord, that all present feel very great pleasure in that expression of your Lordship's intention, and everyone, both here and in China will, I am sure, be delighted to find that this article has been given up. (Hear.) I had proposed briefly to sum up our gains and concessions; but I hardly know whether it will be necessary for me to do so, for, putting it most favourably, we give far more than we acquire ourselves. We gain two treaty ports and some very shadowy advantages. In consideration of that we give to the Chinese power to levy £800,000 a-year revenue; we relinquish rights for the circulation of goods over half of China; we give the right to create disturbances at Hong Kong and are asked to consent to a most mischievous Favoured-Nation Clause. Compare our position with what it was when the Treaty of Nanking was signed. In some respects we find ourselves placed in a materially worse position than we were then—twenty-seven years ago—and certainly in a worse than under Lord Elgin's Treaty. (Hear, hear.) I believe on this subject the merchants of London are quite unanimous, and the merchants in China are of the same opinion; and we do hope and trust that the assurance your Lordship has given with regard to one article may be extended to the other points we have touched upon. I believe I am stating the feelings and sentiments of all the gentlemen here when I say that we feel so strongly the restrictions placed on our trade by this Convention that we should infinitely prefer to see the existing Treaty fairly carried out, feeling at the present moment perfectly satisfied that if it were patiently and judiciously pressed upon the Chinese, not unduly pressed upon them, it would afford a better prospect for the extension of trade and the promotion of mutual intercourse than the proposed Convention. Rather than see this Convention ratified, we should be quite content to place ourselves in your Lordship's hands and say, press fairly our rights under this Treaty, and leave it to time to give it further extension. (Hear, hear.)

Lord CLARENDON: Gentlemen, even if I were able to enter into all the minute details which have been very properly brought forward, I cannot help feeling there will not be time left for doing so before many of us must go to our respective Houses of Parliament. I must, therefore, be rather short in the answer I give you. I will, in the first place, say that I am sure that Mr. Matheson is correct when he says that this numerous and highly respectable meeting would far rather have come here to uphold and ratify, by their opinion, the Convention which has been negotiated by Sir Rutherford Alcock than to criticise it in the way they have. That I am perfectly aware of, and I am sure he will be certain the Government would be glad if it had been so. I must say I was not prepared for so unqualified a condemnation, both of Sir Rutherford Alcock and of the Treaty which he has negotiated. I must, in justice to Sir Rutherford Alcock, say that it is a great mistake to suppose that he has acted in haste or without sufficient information. We have ample proofs in the Foreign-office of the care, the assiduity, and the attention, he has bestowed upon this matter. In the opinion of those who must be taken to be well cognisant of their own interests, he may have been considered to have made a mistake, but that that mistake arose from any want of care must, from my own information, be corrected. I must also say that it is a great mistake to suppose that Mr. Hart, or any of those gentlemen who compose the committee of management of the Chinese revenue had anything to do with the Treaty in a sense hostile to English interests. I believe Sir Rutherford Alcock may have derived information from Mr. Hart, as he would derive information from any other person capable of furnishing it; but I am quite sure that there is nothing, of which I know at least—and I can only speak of my own knowledge—which could be injurious to any British subject. I must also say, with respect to the concessions, that you should remember that although, as Mr. Matheson, I think, said, Lord Elgin showed great consideration for the Chinese feelings, and did not wish to press them so far as British interests might require, still there was not a single thing he got from the Chinese which was not unwillingly given, and which they did not consider extorted by force; and I cannot help thinking that they believe, to the present day, that their consent was extorted at the cannon's mouth. I am sure gentlemen acquainted with China must be aware that the Chinese have always looked upon that Treaty of Tientsin as a degradation. They have derived benefits from it, and to a certain extent, I must say, they have acted up to it; but it has been because we have always been enforcing it; and if we were to allow that Treaty to go on in its natural course, and had no watch over it, I think a great deal of that Treaty would have fallen into desuetude. We must remember, also, that having a Treaty with China, we place her where she was not placed before, namely, in the rank of a civilised nation. We must treat China *qua* China as our equal. We must endeavour no longer to acquire things by force. We must proceed, as we did with France ten years ago, and as we have with Austria lately, by mutual concession. You, gentlemen, think that these concessions made by Sir Rutherford Alcock are all on our side, and that there is nothing that they have given us as an equivalent for what we have given them. Mr. Gillman considers that we have made a great concession to them by the reductions in our duty on tea; but I think nobody will contend that we thought more of China than of any other country when we reduced our duty on teas. We reduced them entirely because we thought

that such reduction would not only be a great relief to consumers, but a great addition to the revenue, and I do not think we could pretend that it was done in any way for their advantage. They have derived advantages no doubt the same as all other countries have done; but then we never pretended but that it was done for our advantage solely. But, as I said before, I am not able to enter into all those details that have been propounded to-day, and I do not see that there would be any particular utility in my doing so, because we are not coming to a definitive vote on the subject, as if in the House of Commons, but we have only met to exchange ideas. I think it was not only the right but the duty of the mercantile community of the City of London, representing, as I dare say they do, many interests in different parts of the country, to communicate freely with the Government; and I need scarcely assure you that it is a very great advantage to the Government to receive the opinion of such men, however they may differ from them. Of course, I need not say that the Government has no interest different from that of the trading community. As a Government, we have no interests to serve in China. All that we desire is to promote to the best of our power the British interests in China; and if arrangements have been made which the mercantile community consider adverse to their interests, it is their right and duty to represent it to the Government, and I need scarcely say it will be taken into due consideration. (Hear, hear.) You sent me a very important memorial signed on behalf of people representing vast interests, whose opinions are certainly entitled to very great weight. I thought that the best way would be, by way of placing on record what the opinions of the Government are upon this Treaty, and how far they agreed or differed with those of the mercantile community, to put down on paper our answer to that memorial, and we have done so. I will read it to you. You will probably not approve of it, because it is in some respects different from what you have said; but I am sure that those I have the honour of addressing are too candid and fair not to admit that there are two sides to every question. I will, therefore, with your leave read our answer, and I do not think I shall be much longer than some of the speeches that have been made. (Laughter, and Hear, hear.) You must remember how very large were the expectations of the mercantile community in China. Those expectations were that the Chinese would concede everything, and the most earnest expectations were based upon things which the Chinese are the most indisposed to concede. Therefore, as the Chinese have not yet conceded those points, the discontent of the expectants is not surprising.

Lord CLARENDON then read the answer to the Memorial:—

His Lordship then proceeded to read the following answer:—Her Majesty's Government are not surprised that the memorialists have learnt the nature of the provision of the Convention in question with a certain dissatisfaction, for it cannot be denied that, compared with the recommendations and claims of the interest which they represent, urged upon Sir R. Alcock prior to the recent negotiations, the advantages obtained may appear somewhat inconsiderable. Her Majesty's Government, however, have held a very different opinion from that of the memorialists as to the limits within which it was desirable in the general and permanent interest of our commercial relations with China to confine the recent negotiations, and Her Majesty's Government believe that the provisions of the Convention are better calculated to promote that interest than treaty engagements, which would have more nearly secured the objects sought by the memorialists and those whom they represent. It is unnecessary to enter at length into a consideration of those provisions of the Convention which consist of what are termed by the memorialists "minor concessions" to British trade, referred to in paragraphs 4 to 7 inclusive of the memorial; as, although it appears to Her Majesty's Government that, in some respects, the memorialists greatly undervalue their importance, it is admitted that, taken by themselves, and not considered as a set-off to the so-called concessions made in the Convention to China, these stipulations would be received with satisfaction. Her Majesty's Government will, therefore, proceed at once to an examination of the opinions expressed by the memorialists with regard to the British concessions, which consist of increased export duties upon opium and silk, and also with regard to the most important provision of the Convention, viz.,—that which is contained in Article 3, by which new stipulations are made for the importation and transit of British textiles in the Treaty Provinces, and which the memorialists consider as a concession to China, but which ought, in the opinion of Her Majesty's Government, to be regarded as an arrangement mutually advantageous to both contracting countries. The memorialists themselves pass by the question of the increased duty upon opium as one rather affecting the revenues of British India than the interests of merchants in this country, and Her Majesty's Government will, therefore, confine their remarks to the increased duty upon silk. Upon this point it must be observed that, as the proposed increase amounts to nothing more than a readjustment of the duty to the rate stipulated by the Treaty of Tientsin—viz., 5 per cent.—it was impossible to expect that any revision at all of the commercial articles of that treaty could have been entered upon by the Chinese Government without such augmentation, and that it would have been impossible for Her Majesty's Government to have resisted this readjustment of the duty, if it had been insisted upon by that Government, irrespective of any other considerations. The intention of the Treaty of Tientsin was that China should receive a revenue calculated at the rate of five per cent. on the value of silk exported, and the specific duty fixed by that treaty for administrative convenience having been for some years considerably less than that which was intended by both contracting parties, it became a matter of simple justice to allow of its rectification, although it is no doubt to be regretted that the period of revision should have coincided with an enhanced cost of the material. By acting on this principle on the present occasion the absence of any fixed term for a further revision will enable Her Majesty's Government at any future time, should a fall in the price of silk enable them to do so, to fall back upon the stipulations of the Treaty of Tientsin on this point, which are only in abeyance during the existence of the Supplemental Convention, and to found an equitable claim on the

Government of China for a corresponding reduction in the tax. In view, moreover, of the inland taxation to which this article is at present exposed, Her Majesty's Government are inclined to believe that the transit arrangements secured by the present Convention in return for the proposed increase in the export duty will more than counterbalance the enhancement of cost which may result from it, and that the increased fiscal interest possessed in this branch of trade by the Imperial Government will tend to operate as an inducement to them to exert greater influence in restraining internal exactions. With respect to the remarks contained in the paragraph of the memorial on the subject of those exactions and to the passage quoted from the memorial of the Shanghai Chamber of Commerce, it is to be observed that neither in the French Treaty nor in any other treaty concluded with Her Majesty's Government with any independent Power has it been attempted to interfere with the right of internal municipal taxation. All that has been demanded in such engagements is that imports and exports in foreign trade shall not be subjected to higher internal taxation than similar goods in the internal trade. There is nothing in the French Treaty to prevent the imposition of local taxes on British textiles in France, provided similar taxes are imposed on similar French textiles; on the contrary, the ninth Article expressly stipulates for this mutual right on the part of both countries. The Shanghai Chamber of Commerce is, therefore, altogether in error in supposing that we are submitting in this respect in China to anything to which we should not equally submit in France or any other independent country; on the contrary, the special privileges conceded by the Treaties of Nanking and Tientsin to foreign products and foreign subjects are such as could not have been proposed to a Power with which we were treating on equal terms. It might as well be urged that the licences to tea dealers, until last year enforced in this country, was a violation of international equity to China, as to charge the Chinese with ill-faith for issuing licences to trade in silk. Her Majesty's Government will now proceed to consider the bearing of the provisions of the treaties of Nanking and Tientsin, as well as those of the Convention under discussion, upon the question of the transit of British goods from the ports of importation to the interior, and of native produce destined for exportation to a foreign country from the interior of the port of shipment. The text of these provisions is as follows:—

"Article X.—His Majesty the Emperor of China agrees to establish at all the ports which are by the 2nd Article of this treaty to be thrown open for the resort of British merchants a fair and regular tariff of export and import Customs and other dues, which tariff shall be publicly notified and promulgated for general information, and the Emperor further engages that when British merchandise shall have once paid at any of the said ports the regulated Customs and dues agreeably to the tariff to be hereafter fixed, such merchandise may be conveyed by Chinese merchants to any province or city in the interior of the empire of China, on paying a further amount as transit duties, which shall not exceed per cent. on the tariff value of such goods."

This treaty was followed by a declaration of the Plenipotentiaries of both countries on the 26th of June, 1843, by which it was determined that the further amount to be paid as transit duty by the 10th Article should not exceed the rates then in force, which were described as moderate. Under this arrangement, it must be remarked that all that is conceded is that British merchandise which has paid import duties may be conveyed by Chinese merchants (not by British) from the port to any province or city in the interior, on payment of the stipulated transit duty. No provision whatever is made by this treaty for the transit of exports. The 28th Article of the Treaty of Tientsin is as follows:—

"Whereas it was agreed in Article 10 of the Treaty of Nanking that British imports having paid the tariff duties, should be conveyed into the interior free of all further charges, except a transit duty, the amount whereof was not to exceed a certain percentage on tariff value, and whereas no accurate information having been furnished of the amount of such duty, British merchants have constantly complained that charges are suddenly and arbitrarily imposed by the provincial authorities as transit duties upon produce on its way to the foreign market, and on imports on their way into the interior, to the detriment of trade, it is agreed that within four months from the signing of this treaty, at all ports now open to British trade, and within a similar period at all ports that may hereafter be opened, the authority appointed to superintend the collection of duties shall be obliged, upon application of the Consul, to declare the amount of duties leviable on produce between the place of production and the port of shipment, and upon imports between the consular port in question, and the inland markets named by the Consul, and that a notification thereof shall be published in English and Chinese for general information. But it should be at the option of any British subject desiring to convey produce purchased inland to a port, or to convey imports from a port to an inland market, to clear his goods of all transit duties by payment of a single charge. The amount of this charge should be leviable on exports at the first barrier they may have to pass, or on imports at the port at which they are landed; and on payment thereof a certificate should be issued, which should exempt the goods from all the further inland charges whatsoever. It is further agreed that the amount of this charge should be calculated as nearly as possible at the rate of 2½ per cent. *ad valorem*, and that it shall be fixed for each article at the conference to be held at Shanghai for the revision of the tariff. It is distinctly understood that the payment of transit duties by commutation or otherwise should in no way affect the tariff duties on imports or exports, which will continue to be levied separately and in full." This Article is explained and amplified by Rule 7 of an agreement signed by the Plenipotentiaries at Shanghai, on the 8th of November, 1853, which is to the following effect:—"Agreement. Shanghai, November 8, 1853. Rule 7. Transit Dues. It is agreed that Article 28 of the Treaty of Tientsin shall be interpreted to declare the amount of transit dues legally leviable upon merchandise, imported or exported by British subjects, to be one-half of the tariff duties, except in the case of the duty-free goods liable to a transit duty of 2½ per cent. *ad valorem*, as

provided in Article 2 of these rules, merchandise should be cleared of its transit dues under the following conditions: In the case of imports, notice being given at the port of entry from which the imports are to be forwarded inland of the nature and quantity of the goods, the ship from which they have been landed, and the place inland to which they are bound, with all other necessary particulars, the collector of Customs will, on due inspection made, and on receipt of the transit duty due, issue a transit duty certificate. This must be produced at every barrier station, and viséd. No further duty will be leviable upon imports so certificated, no matter how distant the place of their destination. In the case of exports, produce purchased by a British subject in the interior will be inspected and taken account of at the first barrier it passes on its way to the port of shipment. A memorandum showing the amount of the produce, and the port at which it is to be shipped, will be deposited there by the person in charge of the produce; he will then receive a certificate, which must be exhibited and viséd at every barrier on his way to the port of shipment. On the arrival of the produce at the barrier nearest the port, notice must be given to the Customs at the port, and the transit duties due thereon being paid, it will be passed. On exportation the produce will pay the tariff duty. Any attempt to pass goods inwards or outwards otherwise than in compliance with rule here laid down, will render them liable to confiscation. Unauthorised sale *in transitu* of goods that have been entered as above for a port will render them liable to confiscation. Any attempt to pass goods in excess of the quantity specified in the certificate will render all the goods of the same denomination named in the certificate liable to confiscation. Permission to export produce which cannot be proved to have paid its transit dues will be refused by the Customs unless the transit dues shall have been paid. The above being the arrangement agreed to regarding the transit dues, which will thus be levied once and for all, the notification required under Art. 28 of the Treaty of Tientsin, for the information of British and Chinese subjects, is hereby dispensed with."

Her Majesty's Government are unable to discover in either of the articles which have been recited, or in the rules which explain them, anything which gives colour to the view of the mercantile body in China as to the scope of these provisions in exempting foreign produce from municipal taxation, whether general or local, when it has once passed into circulation in the country. The fair construction which ought, in the opinion of H. M.'s Government, to be placed on these provisions, whether viewed in their legal bearing or with reference to international usage, is, as regards imports, that foreign produce may be imported on payment of 5 per cent., and circulate in equal competition with similar Chinese products at the port and its vicinity, and may be placed at any specified place in the interior also for purposes of equal competition with such Chinese produce, on payment of a transit duty of 2½ per cent. in addition to the import duty; and, as regards exports, that for purposes of transit and exportation no more than 2½ per cent. and 5 per cent. shall be respectively levied on native produce destined for foreign markets. In neither case can it, they think, be legally contended that there is anything to prevent the Chinese from charging whatever general municipal taxes are leviable on Chinese goods at the port or in the interior, as regards imports, equally on foreign goods when once they enter into general circulation and consumption, and, as regards exports, upon Chinese produce before it has been purchased for exportation. But even if Her Majesty's Government had shared the view expressed by the memorialists as to the construction which should be placed upon the treaty stipulations bearing on this question, it would have been in their opinion very desirable that those stipulations should be revised and modified. It has been found, after ten years' experience, that those stipulations are of a kind which the Chinese Government are, on the one hand, unable, even if they were willing, to fulfil, and which Her Majesty's Government, on the other hand, would be unwilling, even if they were able, to enforce. When treaty engagements are thus condemned in practice, the sooner they are revised the better; for their continuance can lead to nothing but dispute, inconvenience, and disappointment. It remains to consider how far the provisions of the present Convention afford a prospect of more satisfactory results. They are contained in the 4th Article, and are as follows:—

"It is agreed that native produce purchased in the interior by British merchants furnished with the documents prescribed by the supplementary regulations shall pay all inland dues and charges on its way to the treaty port. On the other part, China agrees that any such native produce, having paid all inland dues and charges on the way to the port from the place of purchase, shall be entitled to the return of any amount that may have been thus paid over and above the treaty transit due (half export duty), provided exportation by British merchants to a foreign port takes place within twelve months. It is further agreed that native produce shipped to another treaty port shall not be entitled to such refund."

The memorialists state that, although if certain immunity from external exaction could be secured in the Treaty Provinces, the addition of 2½ per cent. to be paid upon importation might not have been too high a price to pay for it, they doubt the possibility of this result, and therefore think that a certain loss will be inflicted on foreign trade for the sake of an uncertain advantage. Upon this statement it must be observed, first, that Her Majesty's Government are bound to give great weight to the deliberate opinion expressed by Sir R. Alcock in his despatch of the 28th of October, that he has little doubt that the proposed arrangements, if ratified and carried into operation, will fairly secure the total exemption of textiles from further taxation in the nine Treaty Provinces, and that, as no attempt could be made to strike a blow at the "Peking" tax without a compulsory payment at the port of entry, it is an experiment well worth trying. Secondly, that it is improbable that the Chinese Government would make, as regards so large a part of the empire, a concession of sovereign rights which they have so long and so strenuously resisted on sufficient and equitable ground, unless they had seen their way to executive arrangements which would enable them to give it effect, and to maintain equality of taxation between foreign and native products. Thirdly, that the

Treaty Provinces being more within reach both of Consular interference and of the control of the Imperial Customs Executive, it may be supposed that abuses will be more readily detected, and redress more promptly obtained. Fourthly, that if after trial the proposed system should be found to fail, Her Majesty's Government will be free at any time to reopen negotiations and seek other combinations; and, fifthly, that public opinion in the Consular ports of China, as far as it has been yet collected, appears to be very much divided as to the merits of the proposed arrangements, and that some portion of the mercantile community view them with favour and approval. While, therefore, the memorialists (as Her Majesty's Government are disposed to think) underrate on the one hand the probable advantages of the stipulation under consideration, they appear on the other greatly to exaggerate and in some respects to misapprehend the disadvantages which it may possibly be attended. In the 12th paragraph it is stated, "It appears from the 4th clause of the 1st supplementary rule of the Convention that whenever British goods leave the Treaty Provinces and reach their declared destination they become liable to an impost which the local authorities may think proper to levy, and that, instead of being a step in advance, this stipulation is a distinct forfeiture of a former treaty privilege, and that the effect of the regulation will be to discourage the use of British manufactures in one half of China." This statement rests upon the view taken by the memorialists of the rights conceded by the Treaties of Nanking and Tientsin, which has been already fully explained. According to the construction which Her Majesty's Government place upon the terms of those treaties, no change whatever will take place in the legal liabilities of British goods in transit in the non-Treaty Provinces, except that they will in all cases be charged with the 2½ per cent. transit duty upon importation as well as with the import duty of 5 per cent. Under the present regulations British goods are carried inwards, either with or without transit passes. If with such passes, they are in precisely the same position as they will be under the present Convention. If the merchant declines to take out a pass, his goods are liable to all the risks of extortion and internal taxation which have been so forcibly dwelt upon by the mercantile community, and which amount in most cases, unless unrecognised means are found of evading them, to exceed very greatly the 2½ per cent., and if, as is stated, in the province of Manchuria (where he it observed the Chinese Government has stated that the 2½ per cent. duty shall not for the present be levied) no internal taxes are now levied, and the 2½ per cent. if at any future time imposed would, therefore, constitute a new charge upon trade. It must be remembered that whatever may have been the case in the past, British trade possesses no security for the future, and that it is no slight advantage to have a fixed commutation of all possible prospective charges which it was always within the competence of the Chinese authorities to impose. The memorialists make no remark on the effect of the regulations under Rule 2 of the new Convention, with respect to the transit of native produce intended for exportation, and Her Majesty's Government hope, therefore, that they concur with them in thinking that they will prove advantageous in their tendency to prevent controversy and delay, by throwing the onus of keeping the transit dues within the treaty limit upon the officers of the Imperial Government at the port. It will be seen from these remarks that Her Majesty's Government do not concur in the view taken by the memorialists, as to the probable effect of the proposed stipulations with respect to the transit trade, but, on the contrary, they are of opinion that by simplifying existing regulations, equalising the treatment of British and Chinese owned goods, and defining more clearly our treaty rights, they are calculated to encourage and protect the legitimate interests of British trade. They are bound, however, to observe that, owing to the long continuance of what they believe to be a misapprehension of treaty rights—a misapprehension which appears to have been shared in some respects by Her Majesty's representatives in China, and which has only been clearly brought to light during the recent negotiations—the mercantile community in China have naturally learnt to regard them as more extensive than Her Majesty's Government believe them to be, and interest and expectations have arisen which are entitled to great consideration. The observations of the memorialists in paragraph 13, with reference to the recognition of Chinese Consuls in British possessions, do not call for any special remark, as it seems to Her Majesty's Government that the appointment of a Chinese Consul at Hong Kong, which is the only place where the clause will at present have any practical operation, appears to be a necessary corollary to its constitution as a treaty port, and that the memorialists make no suggestion as to the mode in which the contraband trade from Hong Kong could be checked without Consular supervision. With respect to the provisions of Article 1, referred to in paragraph 19 of the paper before them, Her Majesty's Government concur in the objections advanced by the memorialists, and they propose to suggest the omission or modification of the Article in question, which they think need involve no serious difficulty with the Government of China.

Gentlemen, I thought that was the most respectful way of answering the Memorial which you have presented. You have observed, no doubt, that though we do not quite agree with you, we have stated fairly on what points we do disagree, and we ask you to consider our point of view just as we will consider yours. We have but a common interest together. I think there is some little alarm expressed, both in London and in the country, that this ratification will be hurried through. There is no intention of doing that. We shall have abundant opportunities of again exchanging opinions, and if we can come nearer to agreement than we have done to-day I am sure it will be a source of great satisfaction to me. (Loud cheers.)

Mr. MATTHEWSON: Before the deputation separates I should like to say, in the name of the merchants of London, that we are deeply grateful to your Lordship for the great trouble you have taken in listening to us and reading your reply.

Lord CLARENDON: I am very much obliged to you, I need hardly tell you, that, although I have felt very great pleasure in meeting you here to-day, it is still my duty to do so. Whenever you think that the time

has come for a further exchange of ideas, I shall be most happy to meet you and place myself entirely at your disposal. (Cheers.)

#### THE DEPUTATION.

|                                         |                        |
|-----------------------------------------|------------------------|
| EDWARD AKROYD, M.P., Halifax            | J. M. CANNY, Chinkiang |
| G. ARMITSTEAD, M.P., Dundee             | H. COSE                |
| THOS. BARING, M.P., Huntingdon          | J. D. CUM-ERWING       |
| HUGH BIRLEY, M.P., Manchester           | E. DEACON              |
| G. SCLATER BOOTH, M.P.                  | JAMES DOW              |
| EDGAR A. BOWRING, C.B., M.P.            | R. DURANT, Jun.        |
| T. BRASSEY, M.P., Hastings              | N. ELIAS               |
| JACOB BRIGHT, M.P., Manchester          | JAMIE-SON ELLES        |
| R. W. CRAWFORD, M.P., London            | HORACE FARQUHAR        |
| HENRY W. EATON, M.P., Coventry          | C. A. FEARON           |
| A. ORR EWING, M.P., Dumbartonshire      | T. JONES GIBB          |
| W. GRAHAM, M.P., Glasgow                | R. J. GILMAN           |
| S. R. GRAVES, M.P., Liverpool           | YEATS GOLDSMID         |
| EDWARD HERMON, M.P., Preston            | F. H. GROVE            |
| R. JARDINE, M.P., Dumfries              | ELDRIDGE HALTON        |
| Hon. ARTHUR KINNAIRD, M.P.              | FRAS. A. HAMILTON      |
| WM. LAWRENCE, M.P., London              | C. P. HENDERSON        |
| GEORGE LOCH, M.P., Wick                 | JAMES HOGG, Shanghai   |
| R. A. MACFIE, M.P., Leith               | W. HOWE                |
| CHARLES MAGNIAC, M.P., St. Ives         | THOS. JACOMB           |
| ALEX. MATTHEWSON, M.P., Ross and County | WILLIAM KERSTAW        |
| D. MCCLAREN, M.P., Edinburgh            | C. J. KING, Shanghai   |
| THOMAS MCCLURE, M.P., Belfast           | WM. LIDDERDALE         |
| GEORGE MELLY, M.P., Stoke               | SAMPSON LUCAS          |
| T. A. MITCHELL, M.P., Bridport          | J. J. MACKENZIE        |
| OSBORNE MORGAN, M.P., Denbighshire      | JAS. MACANDREW         |
| R. N. PHILIPS, M.P., Bury               | H. M. MATTHEWSON       |
| W. RATHBONE, M.P., Liverpool            | J. A. MATLAND          |
| PETER RYLANDS, M.P., Warrington         | GEO. G. NICOL          |
| LORD SANDON, M.P., Liverpool            | E. H. PALMER           |
| R. SHAW, M.P., Burnley                  | JOHN PENDER            |
| J. K. SHUTTLEWORTH, M.P., Hastings      | J. R. RANKEN           |
| Colonel SYKES, M.P., Aberdeen           | A. A. RANKIN           |
| CHARLES TURNER, M.P., Lancashire, S.W.  | JAMES REISS            |
| JAMES WHITE, M.P., Brighton             | J. R. ROBERTSON        |
| W. R. ADAMSON                           | C. M. ROBISON          |
| J. A. ARBUTHNOT                         | M. E. RODOCANACHI      |
| R. J. ASHTON                            | R. D. SASSOON          |
| SIR WILLIAM BAYNES, Bart.               | SAM. LEO SCHUSTER      |
| JAMES BRAND                             | ARTHUR SMITH           |
| FREDERICK BOWER                         | D. SPRINGFIELD         |
| W. S. BROWN                             | T. W. SUTHERLAND       |
| WM. BROUGHALL                           | A. THORNE              |
| TRAVERS BUXTON                          | W. WALKINSHAW          |
|                                         | J. WHITFALL            |
|                                         | ALEXANDER ZANZI        |

#### THE HOME PRESS ON THE NEW CONVENTION

(THE TIMES, MARCH 1ST.)

The deputation which yesterday waited on Lord Clarendon represented, beyond doubt, not only the interests of a very important trade, but a very grave concurrence of opinion. The population of China, as was observed, is not less than 400,000,000, and the total value of the Chinese trade already reaches £45,000,000 sterling. A convention which influences the development of such a present and future commerce is of more consequence to the welfare of both countries than many a European treaty of historic fame. The China merchants, again, are the class whose interests the Government are most directly concerned in promoting, for the benefits we desire for the people of both countries can only be secured through their agency. It is, therefore, at first sight, a strong objection to any convention that such persons are, as a whole, dissatisfied with it. At the same time it is proper to bear in mind that merchants, like all other classes, are liable to take more narrow views, even of their own interests, than can be adopted by an impartial observer, and that it may be the duty of a Government to promote arrangements which may be distasteful at the moment for the sake of an ultimate advantage. This is a consideration which is not obscurely suggested in Lord Clarendon's frank but courteous reply. He does not shrink from saying that "Her Majesty's Government have held a very different opinion from the memorialists as to the limits within which it was desirable, in the general and permanent interests of our commercial relations with China, to confine the recent negotiations. The truth is that we have of late entered in some respects on a new policy in our intercourse with the Chinese Empire. We have resolved to deal rather with the central than with the local Governments, and traces of this change are clearly to be seen in the present Convention. It would not be unnatural if the mercantile community, having built up their trade under the old system, looked for extension in the old direction, and disliked the prospect of adapting themselves to the new methods. There can be no doubt that in similar cases it has more than once been the duty of our Government to act on a wider view of mercantile interests than was adopted by merchants themselves.

In this instance, moreover, it is important to observe that mercantile opinion appears by no means unanimous. Lord Clarendon is abundantly justified in saying that "public opinion in the Consular ports of China, so far as it has been yet collected, appears to be very much divided as to the merits of the proposed arrangements, and that some portion of the mercantile community view them with favour and approval." If so, it is fairly certain the matter is not so, plain as the apparent unanimity of opinion among merchants in England would seem to imply. In fact, it is clear from Lord Clarendon's answer that not only the Deputation, but the mercantile community generally, have been under material misapprehension in respect to our present position. His reply is not a mere argumentative retort, but adduces substantial considerations which have hitherto been neglected. He brings to light what almost amount to new facts on the subject, and it is very possible our merchants may modify their opinions after taking into account these fresh elements in the question. The discussion has practically eliminated all points of dispute except two—the increased duty on silk and the re-arrangement of the transit dues. With respect to the first of these, Lord Clarendon represents that we have really made no new concession at all, but have simply submitted to an existing regulation, the fulfilment of which the Chinese had a right to demand of us. "The intention of the Treaty of Tientsin was that China should receive a revenue calculated at the rate of 5 per cent. on the value of silk exported." For administrative convenience a spe-

cific duty was fixed; but, in consequence of the rise in the price of silk, this has for some time been less than that which was intended by both contracting parties, and it became a matter of simple justice to allow of its rectification. Unless this be an erroneous statement of facts, we do not see there is room for any further complaint on this head. But we, moreover, apprehend that we were not our own masters. Mr. Magniac said he would have preferred to rest contented with the Treaty of Tientsin, and to trust to time. But that Treaty expressly provides that "either of the contracting parties may demand a further revision of the tariff and of the commercial articles of that Treaty at the end of ten years," so that, if we were to keep faith with the Chinese, we might have been compelled to accept this increase independently of any counter concessions. It is a very important and advantageous point in the present Convention that no time is fixed for a further revision. It will consequently be in the power of our Government at "any future time, should a fall in the price of silk enable them to do so, to fall back upon the stipulations of the Treaty of Tientsin, and to found an equitable claim on the Government of China for a corresponding reduction in the tax."

It would seem, then, that the only point really open to debate is that of the transit dues. This is the point on which the chief misapprehension of our present position has prevailed. We may roughly state that under the old system foreign and native produce was liable to an import or export duty of 5 per cent., and to a transit duty, levied by the local officers, of 2½ per cent. Now, the mercantile community, and, according to Lord Clarendon, some even of Her Majesty's representatives in China, have supposed that these payments exempted such goods from any further municipal taxation, whether general or local. Consequently, when it is arranged by the present Convention that foreign goods, after paying import and transit dues, shall circulate without further charge in the Treaty, but not in the non-Treaty Provinces, it is objected that the exception of the non-Treaty Provinces is a decided step backwards. According, however, to Lord Clarendon, no such exemption is secured in our former Treaties, and, in fact, "neither in the French Treaty nor in any other Treaty concluded with any independent Power has it been attempted to interfere with the right of internal municipal taxation." The French, for example, have a perfect right to impose local taxes on British textiles, provided they impose similar taxes on French textiles. This being the case, it follows that in the non-Treaty Provinces matters are left just as they were, while in the Treaty Provinces we are at least promised the unquestioned advantage of exemption from all charges, of whatever kind, in addition to the fixed tariff and transit dues. Lord Clarendon points out that under the old system we had no security against any future increase of municipal taxation, however arbitrary, whereas we are now promised "a fixed commutation of all possible prospective charges." Here, again, unless the statement of facts be erroneous, the case of the memorialists in great part falls to the ground. The criticisms which have been passed on the subject have been conceived in ignorance of the fact. It is a most unfortunate misapprehension, for which Lord Clarendon seems to admit that the representatives of the Government are in some degree to blame. He allows, indeed, that, in consequence, "interests and expectations have arisen which are entitled to consideration;" but how this consideration is to be afforded he omits to state.

The matter, then, appears finally reduced to one limited consideration. Supposing that the 2½ per cent. transit dues paid at the port of entry will really relieve foreign produce from any further charge, it is admitted on all hands that the privilege would be cheaply bought at the price of the compulsory payment. The question is whether such exemption is likely to be secured in practice, and perhaps it is a question which it is almost impossible to answer beforehand. Lord Clarendon justly says that it is a point on which the Government are bound to give great weight to Sir Rutherford Alcock's deliberate and responsible opinion. He states that "he has little doubt the proposed arrangements will fairly secure the total exemption of textiles in the nine Treaty ports." It would be very difficult for the Government to accept the judgment of merchants in England in direct antagonism to that of an experienced representative on the spot. But it may be asked what motive the Chinese Government have for making this concession, if, like other portions of the treaty, it is so decidedly in our favour. A possible answer is not hard to discern. Hitherto the transit dues have been locally levied, and the local authorities have derived the chief advantage from them. Under the new arrangement the dues will go to augment the Imperial revenue, and this is an object for which the Chinese Government might concede a good deal. But, it will be replied, the Imperial Government will secure this advantage to itself, and will then allow the local Governments to recoup themselves by illegitimate extortions. This objection has been anticipated by Sir Rutherford Alcock. The new arrangement will, he says, give the Imperial Government a more decided interest than it had before in the foreign trade. It will consequently be rendered more and more sensible of the advantage of encouraging commerce, and it will thus be strongly interested in protecting foreign merchants from local exactions. It may at this point occur to our readers that the Convention, in this respect, exactly falls in with the principles of policy recently adopted. As we observed at the outset, we have resolved to deal more with the central and less with the local Governments. It is just possible that the mercantile community may feel themselves more secure in dealing with the local authorities, but it might be the duty of the Government to act on a broader principle. Admitting, however, that the question thus stated is fairly open to discussion, there remains the security that this Convention is liable to revision at any future time. Sir Rutherford Alcock thinks it would be desirable, at all events, to accept the proposed plan as "an experiment." If the experiment fails, it is in our power to seek other arrangements.

(MORNING POST, MARCH 2.)

We published in our impression of yesterday a report of a discussion that took place between the great commercial firms who may be regarded as representing the trade of this country with China and the

Secretary of State for Foreign Affairs, which, in point of importance and interest, has rarely been equalled. Sir Rutherford Alcock, who, as Minister Plenipotentiary and Chief Superintendent of Trade at Peking, represents Great Britain at once in her political and commercial character, has concluded with China a Convention modifying in many particulars the Anglo-Chinese Treaties of 1858 and 1860. That Convention is now awaiting ratification, and our great China houses, who view with strong disapprobation the provisions agreed to by Sir Rutherford Alcock, have come forward with an urgent protest against its ratification. A committee of the trade have presented a memorial to the Foreign-office, and Lord Clarendon has since received a deputation of unusual weight and importance, with whom he has fully gone into the provisions of the Treaty. It is almost needless to point out that our trade with the Eastern world is yearly becoming of more importance. The general public have probably to some extent become aware of the fact, even if want of observation and absence of special knowledge prevent them from appreciating the high degree of its influence. Those, however, who have carefully watched the phenomena of manufacturing development on the Continent of Europe have become impressed with a conviction that the rapid advance of our nearer neighbours and customers, consequent on the accumulation of capital encouraged by prolonged peace and security for property, is year by year restricting the elbow-room which we have enjoyed for more than a century, and that it is daily becoming a more generally recognised truth, that sound commercial policy demands that we should betime look to the East and its half-civilised peoples for new openings, and that we should endeavour to find and establish there the position which we have hitherto held among the nations of the West. Lord Clarendon, it is manifest, clearly sees and keenly appreciates this fact, and it is, we cannot doubt, this perception and appreciation that have prompted the construction of the Convention which Sir Rutherford Alcock has concluded, and which the China merchants utterly condemn.

The objects which are most prominently put forward in opposition to the Convention are that Sir Rutherford Alcock has acceded to a disadvantageous increase in the export duties on silks; that he has consented to the establishment of a Chinese Consulate at Hong Kong; that his provision with regard to the payment of drawbacks is defective, as well as that with regard to bonded warehouses; that he has made a mischievous muddle in meddling with the most favoured nation clause; that he has not secured equivalence of concessions; and, finally, that in his rearrangement of the system of transit duties he has involved our merchants in the hazard of great exactions. It will be seen that most of the objections thus put forward concern details rather than principles, and details which are capable of present adjustment or future modification. On most of these points Lord Clarendon's answers were plain and sufficient; and it may with advantage be pointed out to our traders further, that they misunderstand the character of the Commercial Treaties, of which that between England and France was the first example. Under the Protective system those treaties were necessarily were necessarily treaties of reciprocity, and each contracting nation expected—and properly expected—to obtain from the other perfectly equivalent concessions. That international position obtains no longer, and all that we now look for is the securing by treaty a practical advancement of Free Trade doctrines, which experience has shown us we cannot procure by the influence of abstract dogmas. We invite our merchants to take this view of the treaties of the present day into consideration.

The real point, however, upon which the difference of view between Lord Clarendon and the China traders turns is, as it appears to us, one of Imperial policy, which is only collaterally connected with commercial systems or commercial details. We have hitherto treated China as a country decentralised in the highest degree, and we have dealt with the outskirts of her civilisation and the offshoots of her Imperialism instead of with the theoretical centre of her power. We have looked to mandarins governing districts instead of to the Monarch governing an Empire. Ourselves and the French broke through that system of treatment, no doubt, when we invaded China and burnt the Palace of the Emperor in his capital; but still we have hitherto generally conducted trade by coercing or bribing local authority. Lord Clarendon thinks that the time has arrived when policy and justice demand that this system should be abandoned, and when China, as an Empire, should be treated and dealt with internationally on a footing of equality, as we treat with France or with Austria. This is really the idea which underlies, as it seems to us, the present Convention, and which has dictated the changes which Sir Rutherford Alcock has been instructed to introduce into the system of transit duties. We do not feel quite sure—for their language on this head is not so distinct as it might be—whether our China traders perceive Lord Clarendon's idea. They, however, resist it, possibly not consciously, but nevertheless strongly, if indirectly, by their opposition to the new arrangement for paying the transit duties in block at the port of import instead of, as heretofore, having them levied literally *in transitu*. Lord Clarendon's object is that the duties should go direct into the Imperial Treasury. It is with him, as we have remarked, a matter of State policy. The traders, avoiding the question of policy, oppose the change proposed, because they do not believe in the value of the "pass" which the Central Government will give them, and are intimately convinced that the mandarins, with their local powers, which the Imperial Government has no sufficient control over, will get the money out of the passage of the English goods just as they did before the Convention was agreed to. That, we take it, is the real issue between the Foreign-office and the trade. Which is right can only be decided by actual experiment, and the question which we now, therefore, come to is this—Has the time arrived at which it is politic and fitting to make that experiment? Upon this the observations of the trade throw no light—a circumstance much to be regretted, as Sir Rutherford Alcock, a man not only of tried ability, but of remarkable appreciation of Eastern character and Eastern phenomena, has, beyond doubt, strongly recommended Lord Clarendon now to try the experiment, and to make an attempt to place the Central Government in relations to ourselves constituted on European models.



(STANDARD, MARCH 1.)

Lord Clarendon addressed a long and rambling reply to a deputation he received yesterday, in reference to the new Chinese Convention, but it is singularly difficult to extract any substantial comfort from his remarks. He considers that the increase in the import duty on opium and the export duty on silk, and also the new stipulations for the importation and transit of British textiles in the Treaty Provinces, instead of being a concession to China, as they are regarded by the memorialists, should be accepted "as an arrangement mutually advantageous to both contracting countries." Would Lord Clarendon be disposed to consider that the commercial classes of France, for instance, would regard an export duty on English coal, and an import duty established by this country on French wines, an arrangement mutually advantageous to both contracting countries? That would be one precisely parallel at all events to the arrangement instituted under the new Convention. Continuing his defence of that document, the Foreign Secretary discovers an argument in its favour no less remarkable in its way than his opinion on the point just noticed. The absence of any fixed term for a further revision of the Treaty will enable Her Majesty's Government at any future time to fall back upon the stipulations of the Treaty of Tientsin; that is to say, the Convention, which pretends to be an improvement on that Treaty is to be accepted with gratitude because if it is conclusively proved by experience to be injurious to the interests of trade it will be possible to revert to the old system. At the outset of his remarks, and before reading his prepared reply to the memorialists, Lord Clarendon said that, with respect to the concessions that had been obtained by the Treaty, "there was no single thing to be got which was not extorted by fear, and, as it were, at the cannon's mouth; but under the altered circumstances of the case, and having placed China in the rank of civilised nations, they had now to endeavour no longer to carry their point by force." But by whom has China been placed in the rank of civilised nations? First of all, Lord Clarendon commits one mistake, and then, paying no attention to various remarks which have been made on that head, he defends a second by an appeal to the first. We fear that future efforts to vindicate the teachings of common sense and experience in reference to our policy in China must be made elsewhere than in his lordship's room at the Foreign-office.

(THE DAILY NEWS, MARCH 2.)

During the period when the late Mr. Burlingame was endeavouring to place the relations between the Emperor of China and the Western Powers on a sensible footing, the representative of Great Britain at the Court of Peking was engaged in negotiating a new Convention with the Chinese authorities. In the Treaty of Tientsin provision was made for its revision every ten years. On both sides the propriety of some changes being made has been acknowledged. The British merchants desired fresh concessions, while the Chinese Government claimed the assent of our representatives to several alterations. Most important among the privileges which the merchants of this country wished to enjoy was that of forwarding goods from the seaboard to the interior without their being liable to duties on the way, and of covering and extinguishing every claim by making a single payment. Divided as China is into provinces nearly as large as the most important States in the American Union, and much larger than several of the European kingdoms, the question as to the right of transit has always been a knotty one. The Governors of these provinces have always been accustomed to levy what taxes they pleased, and to do so in a way best calculated to ensure a return. Practically they have acted with entire independence of the Central Government. There is nothing singular or barbarous in this arrangement. It is not unlike that which prevailed in France when the several provinces had their own Custom-houses; and the existence of a similar state of things has chiefly contributed to prevent the unity of Germany from becoming an accomplished fact. Just in the same way the circumstance that the Chinese local magnates have so much personal power, and the provinces so great an amount of independence, operates adversely to the consolidation of that huge Celestial Empire. Yet this drawback is one for the consideration of the Chinese themselves, rather than a subject about which we should take action. Our representatives must deal with things as they are, and make as good a bargain as can reasonably be concluded. In this case they have done all that lies within their power. The Convention provides for the transit of goods through the provinces in such a way as to remove the abuses hitherto complained of, and gives increased security to foreign merchants.

The London merchants trading with China are by no means satisfied with these terms. They have made a formal complaint to Lord Clarendon, but have failed to convince him that his view is erroneous, and that their demands are just and politic. The increase of the duty on opium is one, he told the members of the deputation, which affects the revenues of British India much more than it does the business which any one of them conducts. As for the increased duty on silk, it simply amounts to a readjustment of the provisions of the Treaty of Tientsin, such as the Chinese authorities had special grounds for demanding, irrespective of any concessions to be made in return. The complainants considered it a grievance that the Chinese Government should impose taxes on foreign produce when once it had passed from the merchants' hands and got into general circulation; and that licences should have been issued to authorise certain persons to trade in silk. This is equivalent, as Lord Clarendon shrewdly remarked, to setting up a claim to dictate to the Chinese on the subject of municipal taxation, and the same reasoning would have justified them in complaining of our conduct in issuing licences to dealers in tea. In reply to the complaint as to the appointment of Chinese Consuls in British possessions, Lord Clarendon told the deputation that after Hong Kong shall become a treaty port, the presence of a Consul there is indispensable in order to check contraband trade. He might have added that the appointment of Consuls by the Government of China within the dominions of Great Britain was but a corollary to the appointment of Consuls in China by our Government. Unless this reciprocity be practised, it is absurd to contemplate carrying out the principles of international equity, or the enforcement of international law between this country and China. . . . The Chinese

difficulty is only an example of the way in which disputes arise between the nations of the East and West. A treaty is extorted at the sword's point. The Eastern Power does its utmost to disregard obligations which it did not willingly concede, while the merchants who follow in the track of the victorious army or navy conduct themselves as if their treaty rights were co-extensive with their desires and their pecuniary interests. This is not the way in which the people of two European States act towards each other, nor is it the way in which a State which boasts of its enlightenment and civilisation ought to deal with another which it looks upon as sunk in darkness and barbarism. To enforce this obvious, but often forgotten maxim, the late Mr. Burlingame exerted himself with creditable zeal. Not satisfied with negotiating treaties with one or two Powers, he had resolved to bring all the Great Powers of the world to an understanding with the Empire of China, and thus pledge them to treat that Empire as they would treat one of their own number. The difficulties of the task are not those which lie on the surface so much as those which escape the eye of the ordinary observer. Treaty making is an occupation in which the most debased, as well as the most cultivated of nations, can engage. The wildest tribes in Africa and America are always ready to make a treaty, provided they are of opinion that something is to be gained thereby. The puzzle is how to make them observe a treaty as a solemn and binding contract, one which no trifle will alter and no temptation sway. If the savage thinks the occasion opportune for adding to the number of his wives or horses, or enlarging his ghastly collection of the forefingers and scalps of his foes, he never scruples to dig up the hatchet, smear himself with war-paint, and sally out on the war path. A treaty influences him no longer than it suits his purpose to acknowledge its obligation. The Chinese are very different persons from the intractable Indians of America. They can boast of a civilisation far older than our own; of a learning as recondite as that of the most highly educated among the nations. Yet the solemnity of treaty obligations has never been adequately apprehended by the Government of China. They have made promises with the apparent intention of breaking them at the most convenient season. They have inspired no confidence either in their ability to discharge their international duties, or their anxiety to act as they would have others act towards them. In the opinion of Mr. Burlingame, the determination to turn over a new leaf had been seriously arrived at by the Chinese Government. His labours were undertaken with the single object of convincing the world of that which had become his own deliberate conviction. Unhappily his career has been cut short before the proof of his assertions could be supplied. Nevertheless, the views which he entertained have not died with him. Lord Clarendon has given unmistakable tokens of his desire to afford the Government of China no excuse for complaining that it is harshly and exceptionally treated. Had it been otherwise, his answer to the deputation representing the merchants of London would have been couched in a very different tone. Should his policy be as successful as it deserves to be, the thanks of every friend of rational progress and honourable peace will be accorded him in unstinted measure. It is as much for the profit of England as of China that a policy of bluster enforced by gunboats should be superseded by discussions terminating in formal, satisfactory, and binding treaties.

(ECONOMIST, MARCH 5.)

It can hardly be said that Lord Clarendon, in his reply to the deputation which waited upon him on Monday, makes out a case for the ratification of the Chinese Convention. One important article—that which binds us not to take the benefit of any concessions to one foreign country unless upon the conditions under which the concession is granted, which would have placed our commercial interests at the mercy of every other foreign Power—is to be abandoned. This resolution itself discredits our envoy very much, for he argues very strenuously in his despatch in favour of the clause, though the Government are obliged to give it up as indefensible. The ground of defence for the other points again is often very different from that of Sir Rutherford Alcock's despatch. The Government make a great deal, for instance, of the fact that a revision of the Treaty was unavoidable, and that we could not have refused an increase of the silk duty, whereas Sir Rutherford Alcock, though mentioning this defence, expatiates chiefly on the slight importance of the additional duty. But this new defence is manifestly insufficient. It was our business at least both to press on the Chinese Government the expediency of not increasing any export duty for their own sakes, and to insist that the proposed increase was unreasonable, although the price of silk had been high, on account of that increase being due to exceptional and temporary causes. With a vigorous Silk Supply Association established at home to foster the growth of abundant and cheap silk, it is very strange to find our diplomatists coolly basing their arrangements on the assumption that silk will be dear. In regard to the new import duties again, the defence simply is that the Government felt bound to place a great deal of weight on the authority of Sir Rutherford Alcock. He thinks the experiment of the willingness of the Chinese to prevent irregular exactions in certain parts of the interior worth trying. But Sir Rutherford Alcock appears to have so obviously miscalculated the working of other clauses, that, though he must be supposed to understand the Chinese Government best, the confidence of the Foreign-office in his opinion cannot really be very great. The Chinese Government with their prejudices have no motive to carry out the arrangements. They get the increased duty compulsorily at the ports, leaving the task of fighting the provincial officials to the merchants. If they were really anxious for the arrangement, nothing would be easier than to carry it out voluntarily, as the merchants would most thankfully submit to the extra percentage if they perceived that it really secured them freedom from subsequent exactions. Another strong point of Lord Clarendon is the supposed ease with which the Treaty can be revised and amendments made in future. But this is equally true of existing arrangements, and no argument at all for a new and doubtful experiment. We had better remain as we are till some evidence appears of a more favourable disposition in China towards commercial intercourse.